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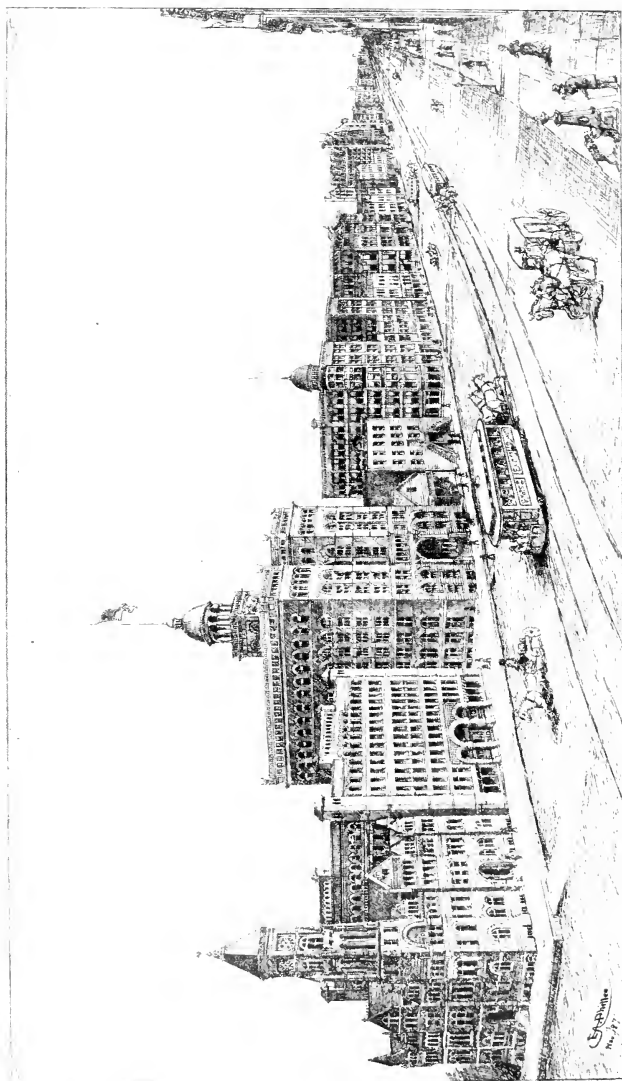
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GENEALOGY COLLECTION



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John W. Redick
Jan 22nd 1952



FARNAM STREET—LOOKING EAST.

Ed. Dwyer
1877

OMAHA ILLUSTRATED:

A HISTORY OF

THE · PIONEER · PERIOD

AND

THE OMAHA OF TO-DAY,

EMBRACING

Reliable Statistics and Information,

WITH

OVER : TWO : HUNDRED : ILLUSTRATIONS, : INCLUDING : PROMINENT : BUILDINGS,
PORTRAITS : AND : SKETCHES : OF : LEADING : CITIZENS.



OMAHA, NEBRASKA.
D. C. DUNBAR & CO., PUBLISHERS.
JANUARY, 1888.

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FIFTEENTH STREET—LOOKING NORTH.



PICKERING MEMORIAL M. E. CHURCH.

PUBLISHERS' PREFACE.

IT was the purpose of the publishers to make Omaha Illustrated a complete compendium of information, relating both to the early history of the city and to the Omaha of today. Every facility which could possibly contribute to this, was at hand. The library of Byron Reed,—itself a complete repository of Omaha history,—the writings of Dr. Geo. L. Miller, and many other valuable resources, were cheerfully rendered accessible, and what was of paramount importance, the work of editing was placed in the able hands of Alfred Sorenson, Esq., than whom there are few, if any, more competent to write upon the history of Omaha.

Through no fault of the publishers there have been a few unavoidable omissions in the matter of illustrations, both portraits and buildings. Several prominent citizens whose portraits would have made the book more complete, were absent from the city until too late to admit of making engravings. The unfinished state of some few buildings, also, of which it was impossible to obtain even comprehensive drawings, rendered it impracticable to have satisfactory cuts made.

Appreciating the expressed aversion of distinguished citizens for the gratuitous "puffing" which is usually indulged in by writers of personal sketches, it has been the endeavor of the publishers to confine biographies to a plain and brief review of the salient features of individual histories, and much of the data for this has of necessity been obtained from others than the subjects, by reason of their excusable reticence which imposed upon the publishers the rather difficult work of gathering information for sketches which the parties themselves could have easily furnished but for reasons of modesty.

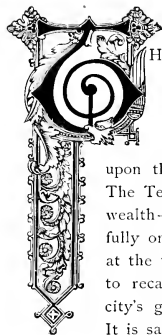


SCENE 1. GANSCOM PARK.



Early History of Omaha.

THE PIONEER PERIOD.



HERE are men and women living in Omaha to-day who remember the founding of the city as if it were yesterday. It was only thirty-three years ago that the town site was platted and the first building erected. What marvelous changes have been wrought within that brief period! A busy, thriving and progressive city of a hundred thousand people now stands upon the site where but a single cabin could be seen in the summer of 1854. The Territory of Nebraska, organized in that year, has become a great commonwealth—one of the most flourishing States in the Union, with a population of fully one million. The surviving pioneers must indeed look back with wonder at the transformations which they have witnessed, and it must afford them pleasure to recall to mind their struggles in the early years of Omaha's history. The city's growth has certainly far exceeded the expectations of the most sanguine. It is safe to say that not one of the pioneers of 1854-55 expected to live to see Omaha ever become a great city, such as she is to-day. Those who assisted in the founding of the city, and have ever since continued to lend their aid in her up-building, have a right to be proud of the grand results which have been achieved. The ranks of the pioneers have been thinned from time to time by the hand of death, yet among those who survive may be found some of our most prominent and honored citizens. While some of them have been retired by age from the active list, and perhaps are comparatively unknown to the busy, rushing throng of younger people who have been attracted hither of late years, it should not be forgotten that in times past the veterans fought many a hard battle to maintain Omaha's supremacy, and to secure to her the foundations of the prosperity which she now enjoys.

The pioneer period in the history of Omaha is full of stirring and exciting incidents. The old settler enjoys the reminiscence, while the new comer eagerly listens to the recital of that which to him is new and interesting. This historian, therefore, feels confident that these pages will be appreciated by a large number of readers.

The first settlers of Omaha came from Council Bluffs, which in the early days was a Mormon town. The Mormons in their westward pilgrimage from Illinois, beginning in the

year 1846, crossed the State of Iowa, and made Council Bluffs one of their principal halting places. The place was at first called "Miller's Hill" by some, and "Miller's Hollow" by others, after a Mormon elder named Miller. The name was soon changed to "Kanesville," in honor of Colonel Thomas L. Kane, a brother of the famous Arctic explorer. When the President called for volunteers for the Mexican war, in 1846, the Mormons responded by organizing a battalion, which crossed the plains to California. Colonel Kane organized this battalion for the Mormons, and became quite popular with them. In 1853, however, the

[But very few men have been identified with the life and growth of Omaha so actively and efficiently as Dr. George L. Miller. He was one of the pioneers, coming to the then straggling and struggling village of Omaha, in October, 1854. Dr. Miller was born in Boonville, Oneida county, New York, July 1, 1831. At the age of seventeen he began the study of medicine at Syracuse, and after five years of office study, went to New York and entered the College of Physicians and Surgeons, from which he graduated in 1852. He practiced his profession for two years after his return to Syracuse, but determined to try the West, and there carve out a name and fortune. He came to Omaha long in advance of the railroads, when stage-coaching to St. Joseph, Mo., was about the only means of communication with the outside world. Here he began the practice of medicine. But people were few in those early days, and patients scarcer still, and the hardships of frontier life were many. He entered politics a year after his arrival in Omaha, and was elected to the Territorial Council. He served three terms in that body, during the last as its presiding officer. In 1866, in the hope of bettering his fortune, he removed to St. Joseph, and while waiting for a practice, turned his attention to literary work. Those were exciting days, on the eve of the rebellion, and Dr. Miller from the West has ranked higher. He is a master of political strategy, and so sound in finance, government, and the other components of political economy, as to rank with the statesmen of the day. Indeed he has been the familiar associate of the leading men of the nation; Horatio Seymour and Samuel J. Tilden having repeatedly conferred upon him distinguished evidences of their regard and confidence in his abilities. Dr. Miller has never had any penchant for office. When President Cleveland was elected, he was very strongly urged by leading men all over the country for a Cabinet position, but outside of the distinction, the place had no attractions, and he was well contented when another was chosen. Since his retirement from journalism, Dr. Miller has been enjoying the competency which his toil amassed, though still clinging to his identity with Omaha, among whose citizens he enjoys a well-deserved respect.]

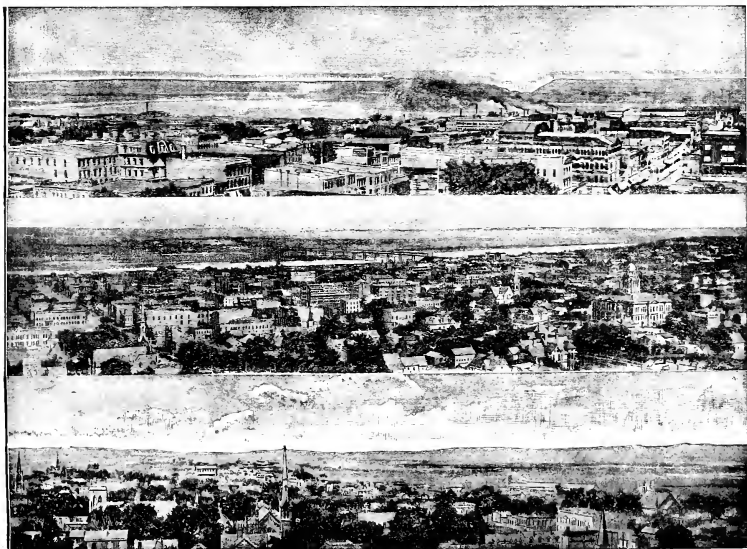


DR. GEORGE L. MILLER.

ler's editorials in the St. Joseph Gazette attracted such commendatory attention, that he was almost moved to the adoption of journalism as a permanent pursuit. But in 1861 he secured the position of sutler at Fort Kearney, and remained there until 1864, when he returned to Omaha, and became the Democratic candidate for Congress, and was defeated. In 1865, Dr. Miller established the Omaha Herald, and continued to be its editor until March 1, 1887. With his pen he did invaluable service for Omaha and Nebraska. He toiled ceaselessly and vigorously for the up-building of the city and State. He is a powerful writer, a deep thinker, and fearless in the expression of his views. His strong mentality and prime abilities commanded for him respect abroad as well as at home. In the national councils of the Democratic party no man

name of Kanesville was changed to "Council Bluffs." By this time the place had become an important point, owing to the Mormon immigration, which was very large during the summer season for several years. In addition to this there was the California travel, caused by the gold discoveries. At about the same time that the Mormons made Council Bluffs a halting place they established what they called "Winter Quarters," on the west side of the Missouri river, on the site of the present village of Florence, six miles north of Omaha. The land at that time, in the year 1846, belonged to the Omaha Indians, with whom the Mormons established friendly relations, and made an agreement by which they leased from the Indians for two years sufficient land for their purposes. In less than three months, seven hundred buildings were

erected, and the number was soon increased to over one thousand. The town had its workshops, mills and factories operated by water power. It became a busy place, and soon contained a population of from six thousand to eight thousand. The intention was to make "Winter Quarters" the main starting point of the emigrant trains for the West. It being located on the west side of the river, the Mormons could cross on the ice in the winter, and thus avoid ferrying in the spring and summer. Always capricious, and in this case, as it is alleged, instigated by white men, the Indians, notwithstanding they had formerly given the Mormons permission to settle upon their lands, complained to the Indian agent that they were trespassing upon them, and cutting too much timber, and killing too much game. The Indian agent accordingly ordered them off the land. Thereupon the Mormons recrossed the river to the Iowa side. To this circumstance was attributable the rapid



GLIMPSES OF OMAHA

rise and growth of Kanesville, and the abandonment of "Winter Quarters" again entirely to its savage inhabitants, leaving only its ruins to indicate its former prosperity. In the annals of the Mormon church, this halting place in the wilderness must always fill an important and interesting page. It was from this spot that the exploring expedition of pioneers, headed by Brigham Young, took its departure on the 14th of April, 1847, in search of a permanent location west of the Rocky Mountains, "far from the haunts of prosecuting Christendom," as one of their historians put it, "and where the footprints of a white man had scarcely ever before been seen." The expedition resulted in the discovery and selection of the Great Salt Lake Valley.

In 1853 James C. Williams, at the suggestion of Colonel Peter A. Sarpy, of the American Fur Company's trading post at Bellevue, decided to locate a town upon the site of "Winter Quarters." He accordingly laid out the town site in the fall of that year, and the name of Florence

was given to the place. The resettlement and rebuilding of the town began early in the spring of 1854, the first settlers coming largely from Council Bluffs. Under the new order of things the town once more became a prosperous and busy point. The Mormons, from 1854 to 1865, started

[Ex-Senator Alvin Saunders was born in Fleming county, Kentucky, July 12, 1817. In 1829 his parents removed to Illinois, near Springfield, where, as in Kentucky, he worked upon a farm, and had only the meagre education which a new and sparsely settled country could give. In 1836, desiring to begin life for himself, his parents reluctantly consented to his going West, and he went to the Territory of Wisconsin, halting at the little settlement of Mount Pleasant, now in the State of Iowa. Here he worked for a time again on a farm, then got a place in a country store, and by attending a night school, and diligent study at all spare moments, he supplied much of the deficiency in his early education, and was later taken into a business partnership with an elder brother. He was appointed the first Postmaster of Mount Pleasant by President Van Buren in 1837, although raised a Whig, because no one else would have the office. In 1846 he was removed by Polk, which led to his candidacy for and election to the Constitutional Convention in that year, and thus he assisted in framing the Constitution under which Iowa became a State. In 1854 he was elected, and in 1858 re-elected, to the Iowa State Senate. He was a delegate to the first Iowa State Republican Convention, and also to the Chicago Convention which nominated Lincoln, for whom he voted, and in whose election he aided much during the campaign. In 1861 President Lincoln appointed Mr. Saunders Governor of the Territory of Nebraska, and in 1865, on the day of the evening on which he was assassinated, signed the Governor's commission for another term. In 1867, when Nebraska was admitted to the Union as a State, Governor Saunders retired from public life, and engaged extensively in banking and other business. In 1868 he was a delegate to the Chicago National Convention, when Grant and Colfax were nominated. In 1875 he met with severe financial reverses, which led to his return to public life by his election to the United States Senate in January, 1877. Since the expiration of his term, in 1883, the Senator has been assiduously laboring to restore his broken fortunes, and with marked success. At the time of his failure he could have relieved himself of a great debt through the Bankrupt Law, but he refused to do so, declaring that in time he would pay in full; and his was made by Eastern railroads, Council Bluffs and the State of Iowa, to locate the Bridge several miles south of Omaha, the Senator, as Chairman of a Bridge Committee of citizens, gave his time, private means and influence unstintingly to defeat it, and he succeeded. He took a lively interest in the building of the Omaha & Southwestern Railroad, of which he was at one time Vice-President. He largely promoted our present fine school system throughout the State, and as President of the Board of Regents of the High School, secured the erection of our splendid High School Building. The City Gas Works, the Street Railways and other enterprises for the city's benefit and the people's comfort and convenience, have found in him a willing and efficient helper. He was also an original promoter and stockholder in the Omaha Smelting Works, which have proved to be one of the most successful business enterprises in the city. As a Senator of the United States, Mr. Saunders was not so conspicuous in debate as in the Committee Room, and there, it is conceded, is where a strong and business-like man is most felt. He secured to Nebraska six hundred thousand acres of land, by the rectification of the northern boundary line of the State, adjoining Dakota, an achievement only equaled in our history by Thomas H. Benton's success in attaching the Platte Purchase to Missouri. He secured the establishment of a Labor School for Indians on the Pawnee Reservation, and while Governor of the Territory secured the passage of the Grazing Law, an act of inestimable benefit to Nebraska farmers, since it compelled the fencing in or control of grazing herds, rather than fencing them out. There is probably no citizen of Nebraska, past or present, to whom the State and the city of Omaha owe so much as to Alvin Saunders, and to the credit of the people, both of city and State, it can be said that the obligation is fully recognized, their respect for and confidence in him being unqualified.]

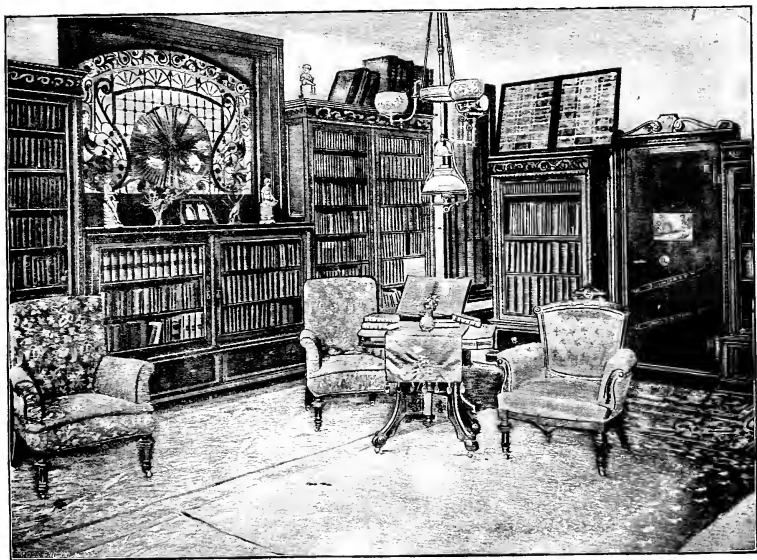


EX-SENATOR ALVIN SAUNDERS.

purpose has nearly been accomplished, to the great gratification of his many admirers and sympathetic friends. As Governor of the Territory, Mr. Saunders had a double duty to perform; he had to raise troops for service against the South, and others to suppress the Indian depredations on the western border. For these purposes the Territory had neither money nor credit, and yet by his energy and executive ability he succeeded in sending into the field over three thousand men for service against the South, beside a large number sent to the frontier. Senator Saunders, since coming to Nebraska, has been actively interested in and a promoter of everything calculated to benefit the State and its chief city—Omaha. He labored zealously to secure the proper location of the Union Pacific Railroad, and when a strong effort

all their emigrant trains from Florence, thus giving to the merchants of Omaha a very profitable outfitting trade. At one time it was thought that Florence would become a large city, but it went down with the financial crash of 1857-58, and with the final departure of the Mormons it sank into

[Byron Reed was born at Darien, Genesee county, New York, March 12, 1829. He attended the Alexander Classical School, but left before graduating because of the removal of his family to the then territory of Wisconsin, where a new Darien, in Walworth county, was founded. Mr. Reed entered business life as a telegraph operator, the lines having then been extended from the large eastern cities as far west as Cleveland. From 1849 to the beginning of 1855 Mr. Reed worked on the Cleveland and Pittsburg line, most of the time at Warren, Ohio. He was one of the first to adopt the system of receiving by sound, which is now in universal use, although at first received with doubt and hesitation, and even condemned and ordered abandoned after a year's trial by most of the lines then in operation. Mr. Reed came to Omaha November 10, 1855, and a few weeks later went to Kansas and passed the winter at Leavenworth, Lawrence, Kansas City and other places, as correspondent of the New York Tribune. At that time the "Border Ruffian War" was at its height, and Tribune correspondents at Leavenworth and other pro-slavery places were in great danger. After a time Mr. Reed's connection with the Tribune was discovered and his arrest ordered, but he narrowly escaped from Leavenworth at night. Another correspondent, Mr. Phillips, was also discovered, and a few months later killed. After four months spent amid the dangers of Kansas, Mr. Reed returned to Omaha, having decided to make it his future home. He opened an office in the old State House building, and established the real estate and conveyancing business, which he has conducted up to the present time



LIBRARY OF BYRON REED.

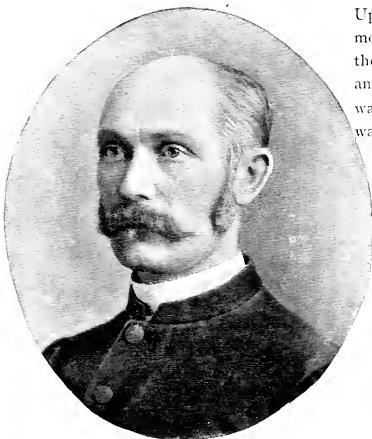
with marked success. The Byron Reed Company is now a corporation with a paid up capital of \$200,000, and probably does a business as large as some of our National banks. In 1860 Mr. Reed was elected City Clerk, the office being then without emoluments. He served as such continuously for seven years, being succeeded by William L. May in 1867. From 1861 to 1863 he was deputy County Clerk, and personally recorded all the instruments and documents that were filed. In 1863 he was elected County Clerk for two years. In 1871 he was a member of the City Council, and president of that body in 1872. Mr. Reed gave to the public fourteen acres of land on Prospect Hill, now of great value, for a cemetery; and, contrary to the usual custom, there is no clause of reversion in the deed of gift, which provides that should the cemetery be discontinued or removed, the land shall go to the city in trust for other uses beneficial to the public, such as a park, or for the erection of public buildings; and the city is restrained from ever alienating or leasing any part for a valuable consideration. In addition to his generous gift, Mr. Reed undertook the management of the cemetery when no one else could be found to do it, and under his care it soon became the finest and best appointed cemetery in the West. The Forest Lawn Cemetery Association was also formed through the efforts of Mr. Reed and the late John H. Brackin, with the understanding that Prospect Hill should be turned over to it when organized, and this was done in 1885. Mr. Reed is a corresponding member of the American Numismatic and Archeological Society of New York, and has been for many years an industrious collector of rare books, manuscripts, autographs and coins. In his library, a view of which is presented on this page, can be found, in addition to all that is of historical value concerning Omaha, many volumes of great value, the work of patient monks in the middle ages, one of which is a missal of the fifteenth century, illuminated in colors, curiously bound in vellum and studded with large iron rivets. His numismatic collection is one of the most complete in the country, being especially rich in Jewish and Roman coins, and is almost perfect in the coinage of this country from colonial times to the present day.]

an insignificance from which it has never emerged. This much has been said in reference to Florence, because it is intimately associated with the early history of Omaha, whose powerful rival it was for a time.

THE PIONEER FERRYMAN AND FOUNDER OF OMAHA.

Among the thousands of gold-seekers who started for California in 1849, was William D.

Brown, of Mount Pleasant, Henry county, Iowa. Upon reaching Council Bluffs, he saw that there was money to be made in carrying on a ferry across the Missouri river, to accommodate the California and Mormon emigration. Convinced that there was more sure profit in such an enterprise than there was in the uncertainty of gold-hunting in a far-off region, he abandoned his California trip, and established the Lone Tree Ferry—so called from a solitary tree at which his boat landed on the Nebraska side of the



REV. ROBERT DOHERTY, M. A., S. T. D., RECTOR AND PROFESSOR BROWNELL HALL.

river. He operated his ferry under a charter obtained from the commissioners of Pottawattamie county, Iowa. The undertaking, as he had anticipated, proved very profitable to Mr. Brown during the period from 1850 to 1854. At the same time he engaged in the hotel business in Council Bluffs, being for some time a half partner in the Bluff City House.

The beautiful and commanding position of the future site of Omaha, particularly the plateau with the hills in the background, impressed Mr. Brown with the belief that it would be a fine location for a town, which some day might develop into a large and prosperous city. The tide of travel was westward, and this point was the head of navigation at that time. He had frequently been over the ground and had made careful observations. Other residents of Council Bluffs had also visited the spot, and coincided with Mr. Brown's views as to its being a splendid site for a town. He suggested to some of his friends an enterprise of this character, and finally Dr. Enos Lowe, Jesse Lowe, Jesse Williams and Joseph H. D. Street,



A. D. JONES, THE FIRST POSTMASTER OF OMAHA.

all of Council Bluffs, took the matter under careful consideration. The first result was that on July 23, 1853, "The Council Bluffs and Nebraska Steam Ferry Company" was organized, with Dr. Enos Lowe president. The other members were Tootle & Jackson, S. S. Bayliss, Joseph H. D. Street, Bernhart Henn, Jesse Williams, Samuel R. Curtis, Tanner & Downs, and William D. Brown. Their intention was to secure the town site as soon as Nebraska was admitted as a Territory. This occurred May 23, 1854, when Congress passed the Kansas-Nebraska bill, after a fierce and angry struggle, the circumstances of which form a prominent chapter in the history of our country.



GLIMPSES OF OMAHA—16TH AND HOWARD STREETS.

Mr. A. D. Jones, Thomas Allen and William Allen were among those who in the fall of 1853 crossed the river from Council Bluffs to secure claims. Each located a claim according to squatter laws in the vicinity of the present home of Herman Kountze. These are maintained by Mr. Jones to have been the pioneer squatter claims. Others followed, but the squatters were all notified by Mr. Hepner, the Indian agent, that they must abandon the ground as the Indian title had not yet been extinguished. This order was obeyed, and the squatters returned to Council Bluffs to await the proper time for locating on the Nebraska side of the river.

In the month of February, 1854, Major Gatewood, Indian agent for the tribes in this vicinity, held a council with the Otoes, the Missouris, and the Omahas, at Bellevue, and the result was that they agreed to unite in a treaty by which they would yield up the title to their lands for a fair consideration. The terms of the treaty with each tribe were liberal and

satisfactory, and the tribes signed the documents during the months of March and April. They were then removed to the reservation provided for them.

THE CITY SURVEYED AND PLATTED.

The Indian title to the land being extinguished, and the territorial organic act having been passed, the time had now come for the ferry company to carry out their proposed plan of founding a city. The company accordingly employed Mr. A. D. Jones, who was a surveyor,

[Jesse Lowe was born in Raleigh, Rowan county, North Carolina, March 11, 1814. Soon afterward his parents removed to the then territory of Indiana, and settled in Monroe county, near Bloomington. As a boy Mr. Lowe's experience was that usual to boys on a farm in a newly settled country, but later he succeeded in obtaining a fair education at Bloomington College, Indiana. He then entered the law office of Gen. Tilghman Howard of that State (who was a gentleman of distinction in those days, and had represented our government in Spain), and studied law, but did not then seek admission to the bar. His disposition craved change and outdoor occupation, rendered necessary in part by ill health, and he spent some years in traveling through the South, being often in Memphis, New Orleans, etc., and to a considerable extent engaged in purchasing stock for the army. At the breaking out of the Mexican war, being in Missouri, he entered a regiment raised by Sterling Price, as Commissary. He was afterward promoted to Paymaster, and served until the war closed.

His elder brother, Dr. Enos Lowe, having removed to Burlington, Iowa, in 1837, was at the close of the war Receiver of Public Moneys at Iowa City, and Jesse joined him there; and when in 1853 the doctor was made Receiver at Kanesville (now Council Bluffs), his brother accompanied him to the new station, assisted in the duties of the Government, the city was surveyed, platted, and fairly begun, the name of its former Indian owners being given to it by Mr. Lowe, and a "claim club" was organized May 28, of which Mr. Lowe was a member. This club built a small house on wheels, which was moved from one claim to another, and served as the home of each claimant in turn during the necessary periods of personal occupancy required by law. The old "claim house" found its last resting place on Ninth street, and is now the flat roofed portion of the one-story house, 413 South Ninth street, across the alley on the south side of the Cozzens Hotel. At the time Mr. Lowe settled in Omaha he had, as a result of his former business enterprises and savings, what were considerable means for those days, and he established himself in the real estate business, which he continued until his death. He had also the exclusive privilege of trading with the Indian tribes at the adjacent agency. When the Territory was organized he was admitted to the bar, but never practiced. He built the first banking house (almost the first brick building in Omaha), which, after years of occupancy by different private banking firms, became the United States National Bank, and was early in 1887 torn down to give place to a fine modern building of stone. In 1857, the city having obtained a charter, Mr. Lowe was elected its first mayor, and J. M. Woolworth was the first city attorney. The parents of Mr. Lowe being strict "Friends," or Quakers, his early training in the principles of that sect shaped and governed his whole life, although in his later years he became a member of the Lutheran church. He was an excellent financier, of sound judgment, ready at all times to aid in anything calculated to promote the advancement of Omaha, and enjoyed to the last the unqualified respect and confidence of his fellow citizens. He died April 3, 1868.]



THE LATE JESSE LOWE.

the office, and was the messenger to carry the public funds to Iowa City for deposit. At this time Nebraska belonged to the Pawnees, Omahas and other Indian tribes, and Jesse Lowe, looking across the river one day, pointed to the present site of Omaha and said to his companions: "There is the place for a great city, and in time there will be one there. Why should we not begin it?" His friends assented, and on July 3, 1853, they crossed the river in a skiff, Jesse Lowe and Jesse Williams having to wade part of the way, and located their claims. Jesse Lowe took up a quarter-section of land about the western end of Cuming street (to which he subsequently added by purchase three other quarter-sections, making in all 640 acres), and within a week had a man with a mule team at work upon his "Ranche," which he subsequently called Oak Grove Farm. In 1854, the Indian title to the land having been extinguished by

to survey the site, covering the claims of the company. Mr. Jones spent the greater portion of the month of June and a part of July in this work, in which he was assisted by Mr. C. H. Downs, who carried the chain and drove the stakes. The city was laid out in 322 blocks, each 264 feet square. The streets were made 100 feet wide, except Capitol avenue, which

was given a width of 120 feet, but having no alley in the blocks on each side of it. The lots were staked out 66 by 132 feet. Two squares were reserved—Jefferson Square, 264 by 280 feet, and Capitol Square, on Capitol Hill, 600 feet square. A park of seven blocks, bounded by Eighth and Ninth and Jackson and Davenport streets, was laid out, but was afterwards given up to business purposes, being now occupied by the Union Pacific headquarters, the Canfield House, the Cozzens House, and other buildings. During the latter part of the survey

the Fourth of July was celebrated by a picnic on Capitol Hill by a party of Council Bluffs people, among whom were quite a number who became the first settlers of Omaha—Hadley D. Johnson, A. D. Jones and wife, A. J. Hanscomb and wife, Wm. D. Brown and wife, Harrison Johnson, Mr. Seely and wife, Thomas Davis and wife and children, Fred.



RESIDENCE OF MRS. J. R. MEREDITH.

Davis and sister, who is now Mrs. Herman Kountze, and several others. The map of the survey was lithographed in St. Louis. Mr. Byron Reed has one of the original copies in his possession. The ferry company gave the name of Omaha to the new town. The name was



RESIDENCE OF MILTON ROGERS.

taken from the nearest tribe of Indians in the vicinity, the Omahas. It is claimed that the honor of suggesting the name belongs to Jesse Lowe, long since dead. The meaning of the word, as given by Rev. William Hamilton, for many years an Indian missionary at Bellevue, is, "Above all others on a stream." According to an old tradition, the Omahas took their name from an incident which occurred a great many years ago. As the story goes, two tribes of Indians met on the Missouri river and engaged in battle, in which all on one side were slain except one, who jumped into the river and swam under water for some little distance. Upon coming to the surface he exclaimed, "Omaha!" This word had never been heard before by the survivors of the battle, and to commemorate their great victory they at once adopted it as the name of their tribe.

The survey having been completed the ferry company took immediate steps to erect buildings. A brickyard was started for the company by Benjamin Winchester, of Kanesville, for the purpose of making the brick for the proposed State House, as the proprietors of the town site were confident that Omaha would be selected as the Territorial Capital by the first

[Milton Rogers was born in Harford county, Maryland, June 22, 1822. When but a year old his parents emigrated to Columbiana county, Ohio, where his boyhood was spent in farm work, his education being only such as could be obtained in the log school houses of those early days. At the age of 18 he left the farm and went to New Lisbon, Ohio, to learn the tin and coppersmith trade. When his four years of apprenticeship ended, he left Ohio for the West, and for about six years he tried his fortune in small business enterprises in Indiana, Illinois, Missouri and Iowa, finally locating at Kanesville (now Council Bluffs), in the latter State, in August, 1850, where he started the tinware and stove business. The rude beginnings of those days, architecturally, form a strong contrast with the present. Mr. Rogers' store was built of cottonwood logs, with a "punchon" floor of hewn logs, and window sash made by hand from basswood rails. In 1854 a town was located on the west side of the Missouri river, opposite Kanesville; it was surveyed, platted, and, according to Western custom, was called a city—Omaha City—before a house was built. In June of the next year, 1855, Mr. Rogers cast in his fortunes with Omaha by starting here a branch of his tinware and stove business, again in a cottonwood building. His purchase of 66x132 feet on lower Farn-



MILTON ROGERS.

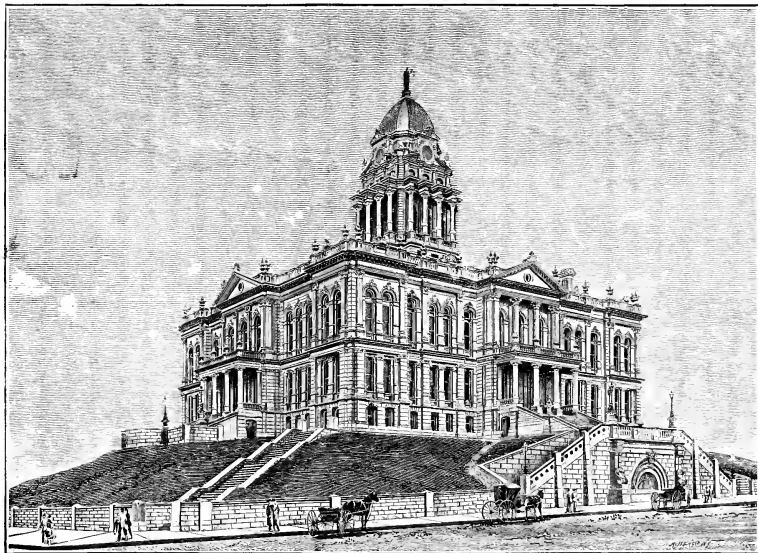
by fire, and he bought the remains and the 22 feet of ground for \$19,500, rebuilt and made of the two one store. Thus another great advance in property was marked. In 1880 and in 1884, respectively, Mr. Rogers associated with him his two sons, and the business of the firm is now the most extensive in its line west of Chicago, as it is the oldest business house in Omaha or Nebraska. During his thirty-two years' residence in Omaha, Mr. Rogers has been interested in many of the enterprises which have contributed to or marked the city's progress. Besides taking stock in the Grand Central Hotel—the ill-fated predecessor of the Paxton Hotel, he gave \$2,500 to the building fund. He was one of the original promoters of the City Water Works, and vice-president of the company from 1880 to 1886. He was also one of the original stockholders in the South Omaha Stock Yards, which have contributed so much to the growth and prosperity of the city, and he was one of the original parties to the South Omaha Land Syndicate, and is yet interested in it. Mr. Rogers has never held a public office in Omaha, his tastes and inclinations being always averse to public life, although frequently solicited by his fellow-citizens to take part in the direction of city affairs.]

Legislature. Winchester, however, soon failed in his enterprise, and the brick had to be hauled from Council Bluffs.

On July 11, 1854, Mr. and Mrs. Newell came over from Council Bluffs. Mr. Newell was engaged to work in the brick yard, and his wife to cook for the laborers. William P. Snowden and wife, also from Council Bluffs, landed in Omaha on the same day. Mr. and Mrs. Newell remained only three weeks. Mr. and Mrs. Snowden are still living in Omaha, and can justly claim the honor of being the first actual settlers. Cam Reeves and family came next, then P. G. Peterson, Mr. and Mrs. Bedell and others followed quite rapidly. Many of the old settlers, however, did not locate permanently until late in the fall of 1855, as they had to provide accommodations for their families before bringing them over from Council Bluffs.

am street, for \$150, would doubtless now be valued at nearly as many thousand dollars. After a time he sold 44 feet of his ground for the same price that he had given for the whole, showing that real estate in Omaha began to "advance" about as soon as it was changed from acres to lots. On this lot now stands the fine building of the Bee Publishing Company. In January, 1862, Mr. Rogers bought 22x132 feet on the corner of Farnam and Fourteenth streets, for \$1,150, and built a one-story frame building, covering the lot, which location has ever since remained his business home, he having removed from Council Bluffs in 1861. Later, he joined with other property owners in building a three-story brick block, extending to Thirteenth street, and occupied his new store in January, 1868. In March, 1881, the building adjoining him was nearly destroyed

The first house built in Omaha was a small, rough log structure, constructed for the ferry company. It was located in the vicinity of Twelfth and Jackson streets, and was occupied by Mr. and Mrs. Snowden, who kept it as a boarding house during the summer and fall of 1854 for the ferry company's employees. It was given the name of the St. Nicholas Hotel, but was generally known as the "Claim House." It was in this building that the first religious services were held in Omaha, Sunday, August 13th, 1854, by Rev. Peter Cooper, of Council Bluffs. The second house was built by Mr. Gaylord, at Burt and Twenty-second streets; the third was the "Big 6," a sod house, occupied as a grocery and saloon, north side of Chicago street, between Thirteenth and Fourteenth. Mr. Snowden built the fourth house, a log cabin, on a lot given



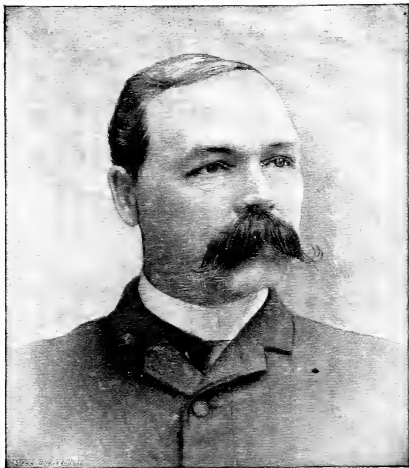
DOUGLAS COUNTY COURT HOUSE.

to him by the ferry company. It was on Tenth street, just south of Turner Hall. It was the first private dwelling house that was completed, and Mr. and Mrs. Snowden moved into it after having kept the St. Nicholas for three months. The event was celebrated with a "house-warming," and the first dance in Omaha was given on this occasion. The first brick structure was the State House, on the west side of Ninth street, between Farnam and Douglas. Margaret Ferry, born in October, 1854, daughter of James Ferry, who laid the first stone for the State House, was the first white child. This honor, however, is disputed by the friends of William Nebraska Reeves, who was born about the same time. John Logan and Miss Caroline Mosier were the first persons to form a matrimonial alliance. Mr. and Mrs. Logan still live in Omaha. William P. Snowden dug the first grave. It was for an old Otoe squaw, who had been deserted by her people. The first burial among the whites was that

of M. C. Gaylord's child. Dr. George L. Miller was Omaha's first physician. He came here in the fall of 1854 from Syracuse, N. Y., accompanied by his father, Col. Loren Miller, who is now 88 years of age. The first practicing lawyers were A. J. Poppleton and O. D. Rich-

[Hon. James E. Boyd, who takes pride in the fact that he is one of the self-made men of Omaha, is a native of Ireland. He was born in County Tyrone, September 9, 1834, and came to America when he was ten years old, locating in Belmont county, Ohio. In 1847 he went with his father to Zanesville, where he lived until 1856. In August, of that year, he and his brother, John M., came to Omaha, and engaged in the carpenter and joiner business until the panic of 1857. John M. Boyd went to St. Joseph, Mo., in the spring of 1858, while James E. Boyd remained in Omaha and worked at his trade. On the 22d of August, 1858, he was married, at Omaha, to Anna H. Henry, a native of Hamilton, Madison county, N. J. About this time Mr. Boyd went to Wood River, near the present town of Gibbon, Neb., and established a stock farm, remaining there nine years. During a portion of this period he was also engaged in merchandising at Kearney City, two miles west of Fort Kearney. In 1866 he secured a grading contract on the Union Pacific and graded over three hundred miles in about three years. In February, 1868, he returned to Omaha and invested more

heavily than any other man in the gas works, of which he was one of the principal promoters, and during 1868-69 he was manager of the company. In the winter of 1869-70 he organized the Omaha & Northwestern railroad. He was elected its first president and built the road to Blair. During this period he was largely interested in the cattle business, his ranch being located near Ogallala. In 1872 he disposed of his cattle interests and engaged in pork packing in Omaha on a small scale. The first year he killed only 4,500 hogs, but with each year his business increased until in 1886 he killed 141,000 hogs. He continued the packing business until the summer of 1887, when he sold his establishment. Although having retired from the pork packing business, he is still actively engaged in other pursuits. He is a partner in the Chicago commission firm of Boyd, Paxton & Boyd, and is a member of the Omaha Chamber of Commerce. He was also Court State Constitutional convention elected each time by a vote inaugurated all the public senatorial campaign of 1883. In the last presidential campaign He is at present a member of 1883. During his residence as one of our public spirited Bierbower, and Margaret ar



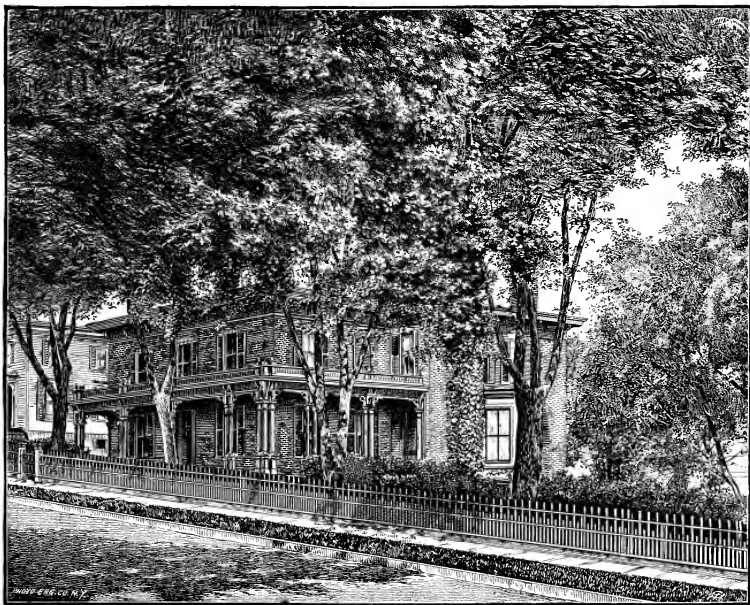
HON. JAMES E. BOYD.

Mr. Boyd was also County Clerk in that county, but resigned. He was elected on a non-partisan ticket to both the Nebraska State Constitutional conventions. Mr. Boyd served as Mayor of Omaha for two terms, from 1881 to 1883 and from 1885 to 1887, being elected each time by a very large majority. He proved an efficient and faithful executive, and during his administration were inaugurated all the public improvements that have done so much to bring Omaha up to the rank of a metropolitan city. In the senatorial campaign of 1883 Mr. Boyd received the vote of the Democratic party for United States Senator against General Manderson. In the last presidential campaign he was a delegate to the convention which nominated Grover Cleveland, for whom he cast his vote. He is at present a member of the National Democratic Committee. Mr. Boyd was president of the Omaha Board of Trade from 1881 to 1883. During his residence in Omaha he has taken an active part in nearly every public enterprise, and has always been considered as one of our public spirited citizens. Mr. and Mrs. Boyd have three children living—Eleonora, the wife of United States Marshal Bierbower, and Margaret and James E., Jr.

ardson. Both came here in 1854 from Michigan. The first steam ferry boat was the "General Marion," which superseded Brown's flat boat ferry. Omaha had a newspaper very early in her existence. It was called the "Arrow," and was printed in Council Bluffs. J. E. Johnson and J. W. Pattison were the editors and proprietors. There were only twelve issues of the Arrow, covering the period from July 28th to November 10th, 1854. Mr. Byron Reed has in his possession the whole series, with the exception of No. 6. Editor Pattison

was a flowery and enthusiastic writer. In the first issue of the Arrow he wrote a fanciful sketch containing a prediction of Omaha's future. It was entitled "A Night in Our Sanctum," and the following is an extract from it:

"Last night we slept in our sanctum — the starry-decked heaven for a ceiling, and Mother Earth for a flooring. * * * The night stole on, and we in the most comfortable manner in the world — and editors have a faculty of making themselves comfortable together — crept between art and nature — our blanket and buffalo robe, to sleep and perchance to dream, 'of battles, sieges, fortunes and perils, the imminent breach.' To dreamland we went. The busy hum of business from factories and the varied branches of mechanism from Omaha reached our ears. The incessant rattle of innumerable drays over the paved streets, the steady tramp of ten thousand of an animated, enterprising population, the hoarse orders fast issued from the crowd of steamers upon the



RESIDENCE OF J. E. BOYD.

levee loading with the rich products of the State of Nebraska and unloading the fruits, spices and products of other climes and soils, greeted our ears. Far away toward the setting sun came telegraphic dispatches of improvements, progress and moral advancement upon the Pacific coast. Cars full freighted with teas, silks, &c., were arriving from thence and passing across the stationary channel of the Missouri river with lightning speed hurrying on to the Atlantic seaboard. The third express train on the Council Bluffs and Galveston railroad came thundering close by us with a shrill whistle that brought us to our feet knife in hands, looking into the darkness beyond at the flying trains. They had vanished and the shrill second neigh of our lariatd horses gave indication of the danger near. The hum of business, in and around the city, had also vanished and the same rude camp-fires were before us. We slept again and daylight stole upon us, refreshed and ready for another day's labor."

When it is considered that Pattison's "dream" was written in 1854, the prediction is certainly a remarkable one. It has been more than fulfilled by the building of the Union and Central Pacific trans-continental line and more than a dozen other railroads; in the paving of

the streets and in other public improvements; and in the growth of Omaha to an important and beautiful city and commercial metropolis of about 100,000 inhabitants.

The files of the Arrow furnish many interesting items concerning the first few months of Omaha's existence. In the second number the announcement is made that Rev. Peter Cooper will preach on Sunday, August 13, at the residence of Mr. William P. Snowden. The Arrow

[Hon. Charles H. Brown was born at Stephentown, Rensselaer county, New York, and was prepared for college at Williston Seminary, Massachusetts, and at the Delaware Literary Institute, Franklin, New York. Entering Williams College, he graduated from there in 1858, then studied law with Seymour & Van Santvoord, at Troy, New York, and in 1860 was admitted to the New York bar. On June 18, of the same year, he came to Omaha, and later, on account of impaired health, he crossed the Plains with a freighting outfit, driving an ox team to Denver. In this capacity he traveled eighteen hundred miles, gaining, as is so often the case, health and strength from the hardships and exposures incident to the situation. This expedition led to his employment in the construction of the Pacific Telegraph, in which arduous and hazardous work he continued until the completion of the line. Returning to Omaha in December, 1861, after this second experience of Plains life, Mr. Brown was not yet ready to engage in the practice of his profession, but entered the store of his brothers as a clerk, and thus continued employed until October, 1862, when he was elected Prosecuting Attorney for Douglas county, to fill a vacancy occasioned by the resignation of George I. Gilbert. During his in-



HON. CHARLES H. BROWN.

cumbency of this office he secured the conviction of Cyrus Tator, who was the first man legally executed in the Territory of Nebraska. In 1863, Mr. Brown was re-elected, and in 1864 he was elected a member of the Constitutional Convention, and in the fall of the same year a member of the Legislature. In 1865, he was elected an alderman of Omaha, and in 1867, its Mayor, being the ninth Chief Magistrate of the city. At that time the Mayor was ex-officio Judge of the City Court, and during his term of one year, Mayor Brown tried over four thousand cases. On entering office he found the city in debt \$60,000; on leaving it, that debt had been paid, and there was a cash balance of over \$8,000 in the treasury. In 1869 Mr. Brown received the Democratic vote in the Legislature, for United States Senator. In 1875, he was again a member of a Constitutional Convention, and aided in forming our present

Constitution. In 1876, he was elected to the State Senate, and re-elected in 1878, and again in 1882. Since the close of his last term he has devoted himself to the practice of his profession. Thus, for twenty-five years, Mr. Brown has been closely identified, professionally and officially, with the great progress of the city of Omaha and the State of Nebraska.]

of September 1st confidently declares that Omaha will be the capital of Nebraska. The issue of September 8 notes the town's progress as follows:

"The sound of axe, hammer and other tools are daily heard in and around this eligible city site. Two stores, both doing a good business, are in successful operation, and in a few weeks one of the best steam saw mills in the West will be in full blast by us here. In connection therewith the enterprising company purpose starting a good flouring mill; the engine ordered for the saw mill will be of sufficient power for both. A good, substantial hotel will soon be ready for the reception of visitors and boarders. The work on the other prominent buildings is progressing rapidly. It really does one's heart good to see the young American progress and go-aheadiveness which characterize Omaha City."

The same paper says:

"Some ten or twelve buildings are going up in Omaha City next week. Hurrah! for the march of civilization is playing wild with this glorious country. But we need mechanics prodigiously to push along with railroad speed."

T. Jefferys & Co. announce that "their steam saw mill, two and a half miles from the city, is now in successful operation." The Arrow of September 29 conveys the information that M. W. Robinson has put on a tri-weekly line of stages between Council Bluffs and

Omaha; and also that "persons may receive the Omaha City mail matter for the present from the P. M., A. D. Jones, at Mr. Clancy's provision establishment every Tuesday, Thursday and Sunday evenings, shortly after the arrival of the Council Bluffs and Omaha City stage."

Mr. Jones was Omaha's first Postmaster, and for some time carried the postoffice in his hat. He had in the winter of 1853-54 received a commission as Postmaster, through the

assistance of J. D. Test, of Council Bluffs, who applied to Congressman Bernhart Henn for the establishment of the Omaha office and the appointment of Mr. Jones. The first letter ever received direct in Omaha by mail was one from Mr. Henn to Mr. Jones relating to a proposed independent mail route between Council Bluffs and



RESIDENCE OF HON. C. H. BROWN.

[J. H. McConnell came to Omaha in 1868, and entered the service of the Union Pacific Railway Company as general Foreman of the Omaha shops, where he continued until 1872, when he was sent by the company to North Platte as Division Master Mechanic. He remained in charge of that Division until June, 1885, when he was recalled to Omaha and placed in charge of the Nebraska Division of the road. In April, 1886, he resigned his position to take an interest in the A. L. Strang Company, of which he is now the Secretary.]



RESIDENCE OF J. H. McCONNELL.

Omaha. This letter was dated Washington, May 6, 1854, the same date on which the office was established, and Mr. Jones was made Postmaster. The letter was as follows:

A. D. JONES, Omaha City, Nebraska Ter.

Dear Sir: Yours of the 15th instant has been received, but as the post route bill has already received final action I cannot carry out your suggestion as to the route from Council Bluffs to Omaha City this session. Perhaps, however, it is not necessary, as it is already covered by the route I had established, last Congress, from Council Bluffs to Fort Laramie, and although said route has not been let, you may get that part put in operation by petitioning the department to do so; which course I would suggest be adopted at once. If you do so, send me the petition directed to Fairfield and I will forward them.

WASHINGTON, May 6, 1854.

Yours truly,

BERNHART HENN.

"The new and excellent steam saw mill of Samuel S. Bayliss & Co., will be in operation in a very short time," says the Arrow of September 29, from which we also learn that

"the foundation for the new State House will be completed in a few days," and that "the new brick hotel will also be finished as fast as brick can be put together; other buildings are progressing finely; two or three fine brick houses will ere long be started."

The Arrow of October 6 announces the arrival of Hon. T. B. Cuming, Secretary of the Territory. Governor Francis H. Burt reached Bellevue the same day, in a feeble condi-

[Hon. John I. Redick has been a resident of Omaha since 1856. He was the son of a farmer, and was born July 29, 1828, at Wooster, Ohio. His first education was received from Prof. Parrott, of his native town, who instructed him for two years. In his twenty-first year he entered Delaware College, at Delaware, Ohio. He remained in that institution two years. This completed his education. His father, through an unfortunate speculation, had lost all his property, and being a poor man he was unable to aid his ambitious son. The instruction received by young Redick in Delaware College was paid for with money which he borrowed from friends upon condition that he should repay it when he became able. They had every confidence in his integrity and ability, and as subsequent events proved, they were not in the least disappointed. Having decided to enter the legal profession he read law, during a portion of his last college year, under the instruction of Eugene Pardee, a Wooster lawyer, and Hon. William Given, one of the most able lawyers in Ohio at that time. He was admitted to practice in 1852, and located at Lansing, the capital of Michigan. He found the legal practice there rather dull, and thereupon engaged in the real estate business, which proved quite remunerative. Meantime he had married Mary E. Higby, of Pittsburgh, Pa., and in the fall of 1856 he removed to Nebraska delegation to the Baltimore convention which nominated Lincoln and Johnson. He was also chairman of the Nebraska delegation to the Philadelphia convention which nominated Grant for the second term. In 1876 he was appointed by Grant as United States Judge of New Mexico, a position which he resigned after one year's service. Mr. Redick next served as Union Pacific attorney at Denver for one year. In 1884, Mr. Redick becoming indignant at the defeat of Grant in the Chicago convention, returned to the Democratic fold. He has done much to advance the material welfare of Omaha, and has contributed in many ways to its growth. He has erected in this city over forty buildings, many of them being handsome, substantial and costly structures. In many of the most important business enterprises he has been a leading spirit. He was one of the seven men who organized and built the Omaha & Northwestern railroad, and was one of the organizers of the Grand Central hotel company. In 1866 Mr. Redick married his second wife, Mary E. May, by which marriage he has five sons. He was one of the prominent and wealthy citizens of Omaha until February, 1887, when he removed with his family to Los Angeles, California, and was elected president of the Southern California National Bank, which position he now holds. All that he is and all that he has is due to his own efforts. He takes great pride in the fact that he is a self-made man.]



HON. JOHN I. REDICK.

Omaha. Mr. Redick soon obtained a lucrative law practice, and in 1859 formed a co-partnership with Clinton Briggs. For ten years thereafter, and until the dissolution of the firm, Redick & Briggs were at the head of the bar and were engaged in nearly every important case. Mr. Redick invested largely in Omaha real estate, the result of which was a handsome fortune. In 1864 he lost his wife, leaving two sons, Charles R. and William A., who, following in the footsteps of their father, have adopted the legal profession, in which they have become quite successful. In the early days of Nebraska Mr. Redick represented Douglas county in the Territorial Legislature, and always took a prominent part in politics. Up to the time of the Rebellion Mr. Redick was a Democrat, but the close of the war found him in the ranks of the Republicans. He was chairman of the Nebraska

tion, having been taken sick on the journey. He died on October 18th, and the Arrow of the 20th is draped in mourning and contains a long obituary and resolutions. Secretary Cuming at once assumed the reins of government. By virtue of his office he became acting-governor. The Arrow of that date, October 20, contains his proclamation in regard to the governor's death, and also a proclamation ordering the taking of a census. Among other interesting items in this issue is the announcement that "in the late session of the Iowa Conference, a new

district known as the Nebraska and Kansas Missionary district, was established, at present under the Presiding Eldership of Rev. M. F. Shinn, of Council Bluffs City, Iowa, the stations being Omaha City, old Fort Kearney, Waukaressa and Fort Leavenworth. Among the distinguished arrivals noticed are those of Bird B. Chapman, Esq., from Loraine county, Ohio, and Dr. G. L. Miller, from Syracuse, N. Y. It is stated upon the



RESIDENCE OF HON. JOHN L. REDICK.



RESIDENCE OF S. R. BROWN.

authority of Mr. Davis, the contractor, that the State House will be completed December 1st. J. M. Thayer receives a complimentary notice for the erection of a neat dwelling. "The Fontenelle House," says the Arrow, "is a large and beautiful brick hotel, now in process of erection at this place. It is appropriately named after the head chief of the Omaha Indian tribe."

The first Territorial officers of Nebraska were Francis H. Burt, of



RESIDENCE OF HON. JOHN M. THURSTON.

South Carolina, Governor; Thomas B. Cuming, of Iowa, Secretary; Fenner Ferguson, of Michigan, Chief Justice; James Bradley, of Indiana, and Edwin R. Hardin, of Georgia, Associate Justices; Mark W. Izard, of Arkansas, Marshal; Experience Estabrook, of Wisconsin, Attorney. Governor Burt and Secretary Cuming arrived at Bellevue on October 6, 1854. The other officers came at different times during the following few months. Governor Burt had been taken

[The late Judge Clinton Briggs was born in Washtenaw county, Michigan, September 9, 1828, and studied law with Lathrop & Duffield at Detroit, the senior member of which firm is now the United States Minister to Russia. After being admitted to practice in the Supreme Court of Michigan, in 1853, he entered the office of the late Wm. H. Seward, at Auburn, N. Y., for a further course of study, and in 1854 was admitted to practice in the Supreme court of that State. With this professional training he came to Omaha

November 19, 1855, and at once entered into practice. In 1857 he was elected County Judge for two years. Before his term expired he was elected to the Territorial Legislature, and assisted largely in framing the present Code of Civil Procedure of the State. At the expiration of his judicial term in 1859, Judge Briggs resumed his law practice, forming a partnership with Hon. John I. Redick, and for ten years thereafter, and until its dissolution, the firm of Redick & Briggs stood at the head of the Omaha bar, and represented one side of every important case. In 1860, Judge Briggs was elected the fourth Mayor of Omaha, his term being distinguished by the completion of telegraphic connection between Omaha and the Atlantic at New York, and the Pacific at San Francisco, via Salt Lake, and he sent the first congratulatory messages to those cities. After his term of Mayor expired, and up to 1871, Judge Briggs was wholly de-



THE LATE JUDGE CLINTON BRIGGS.

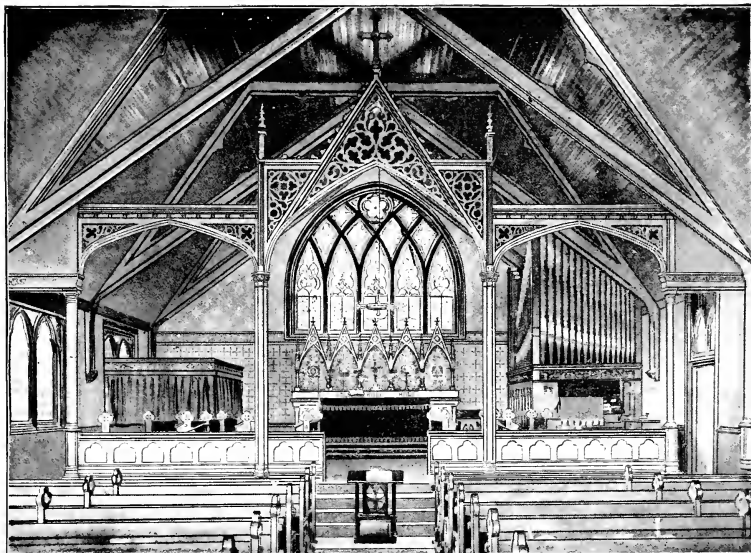
voted to his profession, but his health becoming impaired in the latter year, he withdrew from general practice and confined himself to few, and only important cases. In 1875 he was a member of the Constitutional Convention which framed the present State Constitution. In 1877 he came within a few votes of receiving the Republican nomination for United States Senator, his candidacy being urged by his friends in recognition of his long, persistent and successful efforts to compel the two leading railroads of Nebraska to pay taxes on their immense land grants, and also of the prominent position taken by the Judge in the Constitutional Convention on all questions as a representative of the people's interests. In the hope of regaining health Judge Briggs went to Europe in 1878, and traveled extensively there with much benefit, but on his return his ill health still continuing, he traveled much in California and the western States and

Territories. The Judge aided in promoting various public enterprises in the interests of the city and State, among which was the construction of the Omaha & Southwestern railroad. He was still engaged in some important law cases at the time of his death, which occurred December 10, 1882.

ill on the journey from South Carolina, and he grew worse from day to day after he reached Bellevue. He died on the 18th of October, 1854, at the old Presbyterian mission house, which at that time was in charge of Rev. William J. Hamilton. By virtue of his office Secretary Cuming became acting-governor and at once entered upon the discharge of his duties. On the 21st of October he issued a proclamation ordering the taking of a census. The work began on the 24th and was completed within four weeks. This census, which was taken in rather an informal manner, gave the population of the Territory as 2,732, excluding the Indians of course. Upon the completion of the census Governor Cuming called an election to take place on December 12th. At that election members of the Legislature and a delegate to Congress were elected. Napoleon B. Gidding, who was elected to Congress, received 377 votes, Hadley D. Johnson 266, Bird B. Chapman 114, Joseph Dyson 23, and Abner W. Hollister 14. Douglas county, which was then composed of Omaha City precinct and Bellevue precinct, cast a total vote of 203, of which Hadley D. Johnson received 198 and Bird B. Chapman 5.

Governor Cuming designated Omaha as the place for the first meeting of the Legislature, notwithstanding the opposition of several other towns, prominent among which was Bellevue. The governor of course incurred the enmity of all other aspirants for the capital. The Legislature convened at Omaha January 16, 1854, in the State House which had been built by the ferry company. The first Legislature was composed as follows:

COUNCIL.—J. L. Sharp, Richardson county, president; Dr. G. L. Miller, Omaha, chief clerk; O. F. Lake, Brownville, assistant clerk; S. A. Lewis, Omaha, sergeant-at-arms; N. R.



INTERIOR ALL SAINTS CHURCH.

Folsom, Tekamah, door-keeper; B. R. Folsom, Burt county; J. C. Mitchell, Washington county; M. H. Clark, Dodge county; T. G. Goodwill, A. D. Jones, O. D. Richardson, S. E. Rogers, Douglas county; Luke Nuckolls, Cass county; A. H. Bradford, H. P. Bennett, C. H. Cowles, Pierce, now Otoe county; Richard Brown, Forney, now Nemaha county.

HOUSE.—A. J. Hanscom, Omaha, speaker; J. W. Paddock, Omaha, chief clerk; G. L. Eayre, Glenwood, Iowa, assistant clerk; J. L. Gibbs, Nebraska City, sergeant-at-arms; B. B. Thompson, Omaha, door-keeper; W. N. Byers, William Clancy, F. Davidson, Thomas Davis, A. D. Goyer, A. J. Poppleton, Robert Whitted, Douglas county; J. B. Robertson, A. C. Purple, Burt county; A. Archer, A. J. Smith, Washington county; E. R. Doyle, J. W. Richardson, Dodge county; J. M. Latham, William Kempton, J. D. H. Thompson, Cass county; G. Bennett, J. H. Cowles, W. H. Hail, J. H. Decker, William Maddox, Pierce, now Otoe county; W. A. Finney, J. M. Wood, Forney, now Nemaha county; D. M. Johnson, J. A. Singleton, Richardson county.

The permanent location of the capital was the most important business before the Legis-

lature, and of course a bitter fight ensued. The contestants for the capital were Omaha, Fontenelle, Florence, Bellevue, Plattsmouth, Nebraska City, and Brownville. All the South Platte towns were opposed to Omaha, and it will therefore be seen that she had great odds to fight against. However, by shrewd strategy and placing where it would do the most good large blocks of town lot stock in "Scriptown,"—an addition laid out for this very purpose—

[Champion S. Chase was born in the town of Cornish, New Hampshire, and in his boyhood worked upon his father's farm. He received a liberal education at the Kimball Union Institute, Meriden, N. H., and at the age of twenty-one commenced business life as a teacher in the academy at Amsterdam, N. Y. Later he studied law at Buffalo and was admitted to the bar at Canandaigua, in 1847. Removing to the West, he opened a law office at Racine, Wis., about the first of May, 1848, and continued there in successful practice until he entered the army in 1862. In 1857 he was admitted to practice in the Supreme Court of the United States, on motion of Daniel Webster. Two years later the Governor of Wisconsin commissioned him as Brigadier General of the State militia. In the same year he was elected to the Board of Education of the city of Racine and became its president. In 1850 he was a delegate to the first National Republican convention at Philadelphia, and assisted in the nomination of Gen. John C. Fremont. In the same year he was elected to the State Senate and served two terms, during the first term being chairman of the Committee on Corporations, and in the second, of the Judiciary Committee; and in the latter capacity, in 1858, he supervised the revision of the State statutes. In 1859 he was elected Prosecuting Attorney of the First Judicial



COL. CHAMPION S. CHASE.

a term of one year, and in 1875, by an overwhelming majority, was re-elected for two years (the term of office having been extended), making him Centennial Mayor. In 1879 he was elected Mayor for the third time, and again in 1883 for the fourth time. In 1881, by authority of the Council, he compiled the ordinances of the city. In 1886 he was unanimously chosen president of the Nebraska State Humane Society, which position he now holds. He has also for many years been a prominent member of the Omaha Board of Trade, and during the last few years has, as a delegate, represented the State and the Board in five National Missouri River Improvement conventions. Of Col. Chase's speeches in these conventions, perhaps the most notable was the one made at St. Paul, and afterward published in pamphlet form, entitled, "Corn is King in Nebraska." Throughout his public career Col. Chase has been conspicuous for his untiring energy, his faithful and fearless performance of duty, his devotion to the interests of his constituents and his adherence to his friends. As a public speaker, impromptu or otherwise, he has few equals in the State, and many of his addresses and orations have been published in various forms. He has been a lifelong friend of the oppressed, and his humane sympathies and charitable disposition peculiarly fit him for his position as president of the State Humane Society. As Mayor, Col. Chase was, from the first, in favor of the most extensive range of public improvements which the financial condition of the city would allow, and during his Centennial term he projected and recommended to the city council, in one of his messages, the establishment of a system of parks and boulevards substantially on the same plan and along the same routes as those most talked of and desired today, by the public spirited citizens of Omaha.

District of the State. In 1862, upon the recommendation of Salmon P. Chase, President Lincoln placed him Paymaster of Volunteers, with rank of Major. In 1865 he served in the Gulf campaign and was promoted to be Lieutenant Colonel. In 1866 he was honorably mustered out, his last year of service being on the Rio Grande. On leaving the army Col. Chase came to Omaha and resumed the practice of his profession. In 1867 he was appointed Attorney General for the State, an office which he filled for two years with great ability. In the same year he was elected one of the board of trustees of Brownell Hall, young ladies' institute of Omaha, which position he has filled ever since. In 1869 he was appointed by the Governor one of the regents of the State University for six years. In 1874 he was elected Mayor of Omaha for

the Omaha lobbyists secured enough votes to capture the capital. The joint resolution designating Omaha as the capital of the Territory was passed February 22, 1855. James C. Mitchell, of Florence, who had been exceedingly hostile towards Omaha, was induced to change front by a liberal gift of town lots. It was considered a cheap investment, as upon his vote the whole matter depended. Immediately after the passage of the resolution, Mr. Mitchell was appointed

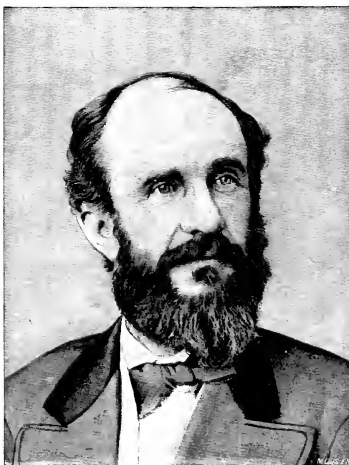
sole commissioner to locate the capitol building. He finally made the location on Capitol Hill, the site being now occupied by the high school building. The following summer Mr. Mitchell sold at auction sixty lots in Omaha for about \$60 each. Through the capital fight Omaha's



THE OMAHA HIGH SCHOOL.

interests were championed in the Council by O. D. Richardson and T. G. Goodwill, and in the House by A. J. Poppleton and A. J. Hanscom. Many exciting scenes occurred during the capital fight. Dr. Miller described the scenes of those early legislative days in an article in the Omaha Herald, of which the following is an extract:

Hanscom and Poppleton carried the art of winking to its highest perfection in those days. The latter was always first recognized by Speaker Hanscom when he wanted the floor. The Speaker was particular about keeping order. Any refractory member opposed to Omaha who



THE LATE SENATOR F. W. HITCHCOCK.

refused to take his seat when ordered to, was emphatically notified that if he didn't sit down he would get knocked down. The result was usually *satisfactory to the Speaker*. The excitement over the capital question was, at times, very great. The lobbies, we remember, were once crowded with the respective parties to the contest, armed with bludgeons, brick bats and pistols. A fight was thought to be imminent, but it did not occur.

The capital question having been settled, the remainder of the session of the Legislature was devoted to the organization of counties, the location of county seats, the granting of ferry and toll-bridge privileges, and the passage of a complete code of laws for the territory.

In January, 1855, U. S. Marshal, Mark W. Izard, was appointed Governor to fill the vacancy caused by the death of Governor Burt. An executive ball was given in honor of Governor

Izard, at the City Hotel, a small frame building, at the northwest corner of Harney and Eleventh streets, the site now being occupied by a large brick block erected by the late

[The Grand Opera House is comparatively a new enterprise. Its management recognized the fact that Omaha needed more than one first-class place of amusement and was quick to seize the opportunity of supplying the want. That no mistake of judgment was made has been evinced from the first. It is one of six houses composing a circuit managed by Mr. L. M. Crawford. Mr. Crawford is seconded by J. D. Jones, who is assistant manager of the entire circuit and resident manager of the Grand. The other places represented are Atchison, Leavenworth, Topeka, Wichita and Newton, Kansas. This syndicate arrangement works peculiarly advantageously.]



GRAND OPERA HOUSE.

ages both to companies and to the management. The Grand is a remarkable building. As at present constituted, it is an architectural triumph. It was remodeled out of the Exposition building with most gratifying results. It is the largest ground floor hall in the West, the seating capacity, 2,486, being easily increased by the use of chairs. The acoustic properties are faultless. The heating is all by steam, and while this obviates much of the usual danger from fire, the numerous exits make anything like a panic impossible. There are no stairs to the main floor. The doors are wide and swing outward. The room could be emptied in a few moments, though densely packed. The stage is much larger than usual, being 56x120 feet. It is thus particularly adapted to use by large troupes, or to such exhibitions as given there by Gilmore's band, and spectacular events. All modern improvements have been introduced. There are twenty sets of scenery, all adapted to current drama and all new. There are numerous dressing rooms and all conveniences for the actors. There are eight tier loges around the balcony and eight ground floor boxes, but every seat in the house is a good one. The fact that the capacity of the ground floor is the greatest of that of any theatre in America is worth mention. In addition to the theatrical features the Exposition hall must be considered. Its seating capacity is 1900. It is suitable for conventions and kindred gatherings. It is also equipped with a stage ample for smaller companies or for amateur performances and for concerts. The Grand is particularly easy to reach. At the corner of Fifteenth street and Capitol avenue, with the main entrance on Fifteenth, it is passed by street cars from all parts of the city and also by the cars of the new Motor line. The entrance to the Exposition hall is on Fourteenth street. Like the Grand, this hall is free from all danger by fire and is in popular favor. It is safe, convenient and comfortable. The management of the Grand has made, from the start, an endeavor to present the best of attractions and has been markedly successful. Nothing is admitted to the house which would not be welcomed in the most exclusive opera house in the land. Mr. Crawford has been remarkably successful in all his theatrical ventures and has had large experience. This new theater is owned by the old Exposition stockholders, and is under the supervision and control of a directory composed of some of the leading citizens of this city.]

Ezra Millard. This was the first and only executive ball ever given in Omaha, and it was a great social event in those days. The room in which the dance took place was unfinished. Rough cotton-wood benches were used as seats, and everything else corresponded.



CHAMBER OF COMMERCE.

MEDELSON & LAWRIE, ARCHITECTS.

The music was furnished by a solitary fiddler. Altogether, it was a very primitive affair. The following description of the executive ball is from the pen of Dr. Miller:

"Governor Izard was the guest of nine ladies who were all that could be mustered even for a state occasion in Omaha. They were Mrs. T. B. Cuming, Mrs. Fenner Ferguson, Mrs. Sterling Morton, Mrs. C. B. Smith, Mrs. Fleming Davidson, Mrs. A. J. Hanscom, Mrs. A. D. Jones, Mrs. S. E. Rogers, and Mrs. G. L. Miller. Two of the ladies could not dance, so their places were supplied by the same number of gentlemen. * * * Messrs. Paddock, Poppleton, Cuming, Smith, Morton, Ferguson, Goodwill, Clancy and Folsom, besides a large assemblage of legislators, attended. * * * The dance opened. It was a gay and festive occasion. Notwithstanding the energetic use of green cottonwood, the floor continued icy. During the dancing several accidents happened. One lady, now well known in Nebraska, fell flat. Others did likewise. The supper came off about midnight and consisted of coffee with brown sugar and no milk, sandwiches of peculiar size, dried apple pie. The sandwiches, we may observe, were very thick, and were made of a singular mixture of bread of radical complexion and bacon. The Governor, having long lived in a hot climate, stood around shivering in the cold, but buoyed up by the honors thus showered upon him, bore himself with the most amiable fortitude."

One of the most sensational incidents of the early days was the killing of George Hollister by Dr. Charles A. Henry. The two men became involved in a dispute at Bellevue about a boundary line between two tracts of land, and the result was that Henry shot Hollister. This occurred April 20, 1855. Henry was arrested and brought to Omaha, where he was imprisoned with shackles and handcuffs in Sheriff Peterson's house. By the

[Dr. James H. Seymour, who came to Omaha in the year 1857, was born in New Hartford, Connecticut, July 9th, 1825. While young, his parents emigrated to Ashtabula county, Ohio, where he obtained his elementary education, and was subsequently a student at the Grand River Institute. In 1846 we find him a young teacher in Columbiana county, before commencing the study of medicine. The commencement of his professional studies dates back to 1848, when he became a student of Drs. Robertson & Kuhn, then among the heterogeneous elements in the village of Omaha. Intense in his anti-slavery convictions, he found relaxation from professional toil in assisting to organize the Republican party. And though at first in a minority, his capacity, pluck and fidelity in 1859 secured him a seat in the Territorial Legislature from Douglas county. Subsequently, till the summer of 1861, he pursued the practice of his profession with great fidelity and was then prevailed upon to accompany the Nebraska Cavalry as surgeon to St. Louis. During his absence he was elected a second time to the Legislature. Accordingly he attended the session in the winter of 1862. After the Legislature had adjourned, Governor Saunders tendered him the appointment of Surgeon of the First Nebraska Regiment, then in the field. This being accepted he followed the fortunes of his regiment with an unflinching step, till overtaken by death, in camp, at Helena, Arkansas, Sept. 7, 1862. Never in the history of the regiment was there so much heart and soul infused into memorial resolutions, as in his case. One, of a long series, epitomises the sad eulogium in the following words:—"Resolved, that while we mourn deeply the loss of him who, as an officer, was so kind, so faithful, and so fearless in the discharge of every duty, we at the same time drop our tears to the memory of those social qualities that rendered him so esteemed by every one of us, and a favorite with all who knew him." Having contracted malaria early in the spring, the sound of the Battle of Pittsburgh Landing, on the Tennessee River, reached him upon his bed of sickness, and he had never ceased lamenting his inability that day to render surgical aid. From a returning attack in the fall he soon realized that his days were about numbered, and now his controlling desire was to be restored to life for his wife and the education of his children. To secure the presence of his wife, if possible, the Chaplain, now ex-U. S. Senator T. W. Tipton, was despatched by steamer to telegraph and accompany her. But when they arrived nine days later, he had answered the "last roll call." A day previous, the one on which he died, having called for the likenesses of wife and child and kissed them, he asked for pencil and paper and in a tremulous hand wrote: "Sept. 7, 1862. Dear Wife and Children: I do love you, but shall not see you again. I want to put full trust in God. O! it is hard. Good bye, James." Educated, virtuous and self-reliant, his children have taken their places in society, and his devoted wife incorporated his name with Seymour Addition to the city of Omaha.]



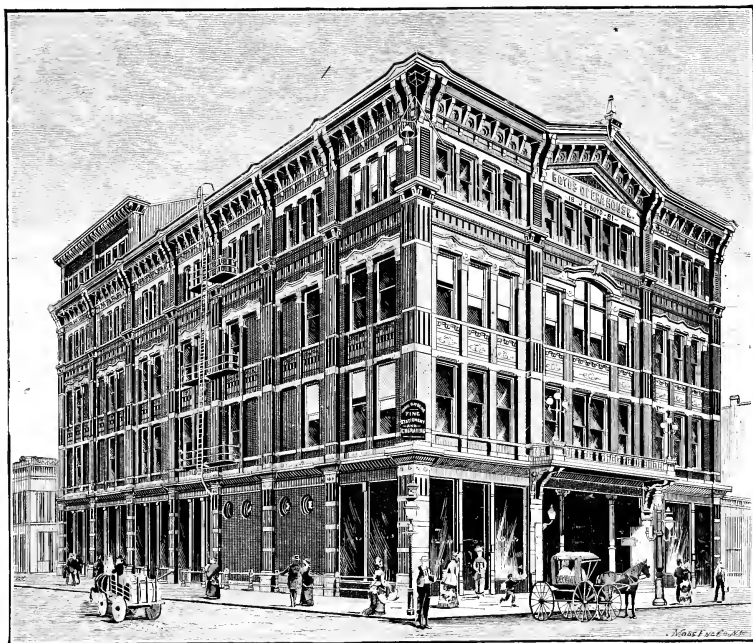
THE LATE DR. JAMES H. SEYMOUR.

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order of Judge Ferguson the prisoner was chained to the floor. The United States grand jury, the first one in the Territory and specially called for this case, failed to indict Henry, but Judge Ferguson re-committed the prisoner and ordered a new jury. About this time Dr. Miller was called upon to accompany a flotilla of steamboats up the Missouri river with a large number of soldiers for Fort Pierre, among whom the cholera had broken out. During Dr. Miller's absence, Dr. Henry was the only physician in Omaha, and he was

frequently called upon to attend cases in various parts of the city. He was permitted to attend to his patients, but was shackled and accompanied by Sheriff Peterson. It was but

[Boyd's Opera House, substantially and attractively constructed, stands at Fifteenth and Farnam streets in the business heart of the city. It is of brick with stone trimmings. The building was erected in 1881 by the Hon. James E. Boyd, one of Omaha's foremost citizens. He started out with a view to having a model opera house, and succeeded. He placed the matter in the hands of John McElfatrick & Sons, experienced architects, and the result was a safe and comely edifice with every convenience for the public, and every accessory for the comfort of the actor, combined with the most desirable stage effect. There are larger houses of the class in some eastern cities; there are more showy ones, but for quiet elegance, for neatness devoid of gaudy display, for acoustic properties and general welfare of audience and players, Boyd's Opera House is all that could be desired. The house was



BOYD'S OPERA HOUSE.

built exclusively for the presentation of the drama and opera and is complete in every particular. It is 77x132 feet in dimensions. The front is 90 feet in elevation and the rear 110. This additional height is for the better working of stage appliances. There are 976 grand opera chairs and a gallery capable of seating 600 persons, making a total seating capacity of nearly 1,700. There are six proscenium boxes which are perhaps as elegant in finish as any in America. The proscenium opening is 34 feet in width. The stage is 50x74 feet. The scenic effects are complete and adapted to the presentation of every style of play. The danger of fire is reduced to a minimum, the building being heated by steam throughout and a complete outfit of fire apparatus on every hand, and at every performance there are two detailed firemen ready for duty in an emergency. The management has no difficulty in securing of sufficient refinement and culture to patronize Art in all its branches. It is not strange then that such a Thespian temple as Boyd's Opera House should be crowded whenever the merit of the attraction is such as to appeal to a cultivated taste. It can be fairly said that no other opera house can present a finer line of attractions. The leading stars on their tours from coast to coast always book Omaha, and the patrons of Boyd's see the first talent of the land. The Boyd Opera House was opened October 24, 1881, by the Fay Templeton Opera Company in Mascotte, and since that time it has been running with a success which, always marked, was never more pronounced than at present. Mr. Thomas F. Boyd, a brother of the proprietor, has acted as manager from the first. The present high standing of the house with the public and the theatrical profession testifies to his capabilities. He is assisted by E. E. Whitmore, in the capacity of treasurer. The two, combining experience with a desire to sustain the reputation of the house, and at the same time gratify the public taste, have at all times put forward their best efforts, and to them must be ascribed a large measure of the success attained. The central location of the house will be noted by all visitors. Perhaps no other corner in the city could so well have been adapted to theatrical purposes. It is passed by most of the street car lines and is in easy reach of the leading hotels. It is not too much to say that Omaha is proud of Boyd's Opera House.]

natural that Dr. Henry should make many warm friends, and as a result the next grand jury did not indict him. It was maintained that he had acted in self-defense. Thus was the first murder case in Douglas county disposed of. Dr. Henry became a very prominent and enterprising citizen, and erected the first portion of Pioneer Block, a three-story brick building, in 1856.

[George Ingersoll Gilbert, one of the "Seven Gilbert Boys"—sons of Deacon Simeon Gilbert—who were noted in Vermont as having passed through the same university, was born in Pittsford, Rutland county, Vermont, and graduated at the University of Vermont, Burlington, in 1853. Immediately after leaving the university he was appointed Professor of Mathematics in Louisiana College, Louisiana, which position he filled till 1856, when he resigned. Having studied law he was admitted to the bar in Chicago, Ill., in 1857, and the same year came to Omaha and entered into practice. In 1858 he was elected City Attorney, Mr. A. J. Poppleton being Mayor, and during his term of office represented the city at the United States Land Office, in cases involving titles to all the original entries of land within the corporate limits of the city, outside of the Mayor's entry of 320 acres. His official connection with these cases made Mr. Gilbert thoroughly acquainted with the early titles to Omaha real estate, and his later practice has been largely in that direction. In 1860 Mr. Gilbert formed a law partnership with Hon. George B. Lake, and in the fall of 1861 was elected Prosecuting Attorney for Douglas county, which position he resigned in 1862, and in company with E. B. Chandler crossed the Plains. In the fall of that year he was one of



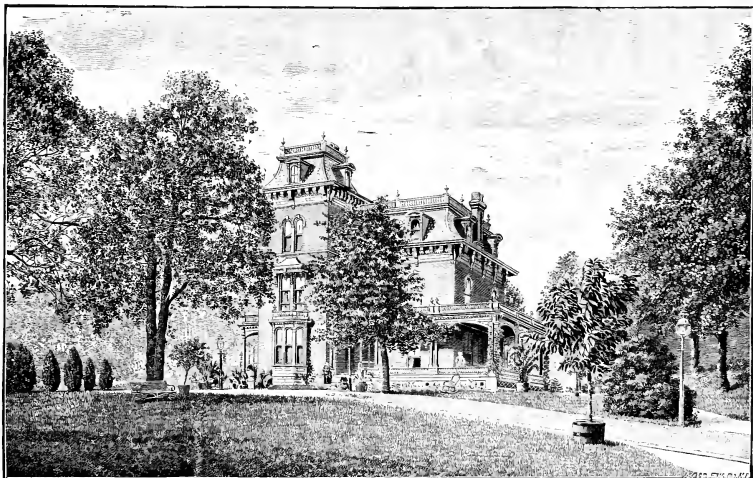
GEORGE INGERSOLL GILBERT.

and soon afterward resumed his law practice. In 1876 he formed a partnership with Mr. B. E. B. Kennedy, which association still exists. In 1887 he was appointed by Governor Thayer one of the Fire and Police Commissioners provided for by the new charter of Omaha, passed at the last session of the Legislature. Upon this Board of four Commissioners, with the Mayor as a member, ex-officio, has devolved the onerous duty of establishing a metropolitan police system for the city of Omaha.

the discoverers of Boise Mines, then in Washington Territory. The following winter the Territorial Legislature created a county covering the southern half of what is now Idaho Territory, and in the act named Mr. Gilbert Probate Judge of the new county, in which capacity he held the first legally constituted court in that section of the country. While practicing his profession there he was largely interested in placer mining, in connection with Mike Murphy, well remembered by all early settlers in Omaha as a brother of Mrs. Cuming, wife of the late Governor T. B. Cuming, and of Mr. Frank Murphy, now president of the Merchants' National Bank of Omaha. In 1867 Mr. Gilbert left the Territory and went to Chicago, where he engaged in the commission business as a member of the firm of Gilbert, Wolcott & Co., in which he was interested until 1873, the firm meantime passing through the great Chicago Fire in 1871. In 1869 he returned to Omaha,

At the second session of the Legislature, in the winter of 1855-56, the opponents of Omaha rallied in full force with a determination to remove the capital to Douglas City, a mythical point. The real intention, however, was to remove it to Bellevue. The movement included a large number of South Platte men headed by J. Sterling Morton, Colonel Sarpy and Secretary Cuming. The plan, however, was defeated. Another attempt at capital removal was made at the next session, in the winter of 1856-57. Douglas City was again to be made the capital. It was to be located about where the present capital, Lincoln, was fixed. Fully two-thirds of the Legislature were pledged against Omaha. The proprietors of the proposed new location had freely distributed their town-site stock among the members, and thus got up a strong combination. Isaac L. Gibbs was elected Speaker of the House by the enemies of Omaha. Out of thirty-eight votes Omaha could only rely upon eight. To gain time the Omaha men indulged in the most lengthy discussions on trivial subjects. Most of the talking against time was done by Jonas Seeley

and A. J. Hanscom. Some very stormy scenes ensued. The Speaker at one time ordered the sergeant-at-arms to arrest Hanscom, who defied the officer to carry out the order. It was evident that the arrest could not be made without a serious altercation, and the sergeant-at-arms abandoned the attempt. This was a great victory for the Omaha men, who now became bolder, and made it so disagreeable for the Speaker that rather than occupy the chair he pretended to be sick, and appointed General Strickland to fill the chair in his absence. Finally, by a judicious use of money, enough votes were secured by Omaha to prevent the passage of the capital removal bill over the Governor's veto. When



RESIDENCE OF H. KOUNTZE.

the fourth Legislature convened in the winter of 1857-58 the capital removers once more came up smiling, and as usual introduced a bill to locate the capital elsewhere. Mr. Hanscom, although not a member of this Legislature, was called upon to act as the leader of Omaha's defenders. One morning the House went into committee of the whole, and elected as its chairman Dr. Thrall, who thereupon took the Speaker's chair. A great deal of time was taken up in talk, this being a part of the Omaha programme. It was continued until after the Council adjourned. Late in the afternoon a message was received from the clerk of the Council. A question was at once raised under the joint rules that no message could be received by one branch when the other, that sent it, was not in session. Mr. Decker, the Speaker, endeavored during the discussion to take the chair, and announced that the committee of the whole would rise and receive the message from the Council. Hanscom, who had the usual ex-member's privilege of the floor, yelled to Thrall to hit Decker over the head with the gavel. The result was a very lively fight. J. W. Paddock and Michael Murphy, both members of the House, sprang forward to prevent Decker from assaulting Thrall, and during the scuffle Hanscom grabbed Decker by the back of the neck

and threw him under the table. A general free fight ensued, in which the Omaha men gained a complete victory. The next morning each house passed a resolution adjourning to Florence. Their action, however, was not recognized by the Governor, Hon. W. A. Richardson, of Quincy, Illinois, who succeeded Governor Izard and arrived here shortly after the adjournment to Florence. This session of the Legislature was held in the territorial capitol building which had been erected on Capitol Hill. The contract was made November 29, 1855, and the building was to have been completed in September 1856. It was not finished, however, until

[The name of Kountze Brothers, bankers, in Omaha, Denver and New York, is well known throughout the country. There are four brothers living—Augustus, Herman, Luther and Charles B. They are the sons of Christian Kountze who, when a young man, emigrated from Saxony, a German province in Europe, to the United States. Two years after his arrival in this country he married Margaret Zerbe, a native of Pennsylvania, and located in Onaburg, a small village in Stark county, Ohio, where he engaged in mercantile pursuits, and continued in business at the same place until his death, a period of about forty years. Christian and Margaret Kountze raised a family of ten children—five sons and five daughters. Augustus Kountze was born Nov. 19, 1826, and Herman Kountze was born Aug. 21, 1833. All the sons acquired their business training under their father's care. Augustus entered his father's business house at the age of fifteen and continued until 1854, and was the first to leave the old home, going from there to Muscatine, Iowa, the then far West, where he engaged in the real estate business. In the summer of 1855 Omaha was first brought to his notice as a probable coming city, and he came here and made a few investments. Early in the spring of 1856 he returned and made it his home until February, 1872. Herman Kountze commenced business in his father's store at the age of

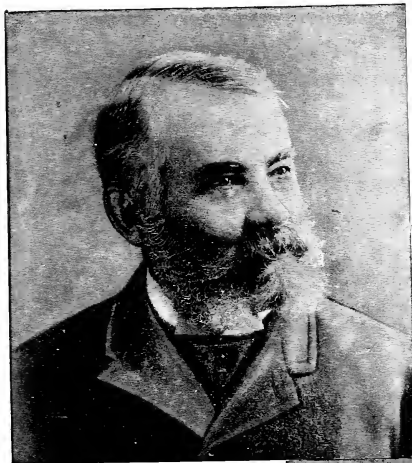


HERMAN KOUNTZE.

ten years and remained there until the fall of 1856, when he left home and came direct to Omaha. The younger brothers followed from time to time until all the sons had taken up their homes either in Nebraska or Colorado. William, the fifth brother, came to Nebraska in 1858 and died the same year at Dakota City. Augustus and Herman, having grown up together, have from boyhood had many interests in common. They have continued the business of buying and selling real estate from the time of coming West until the present. In the early days of Nebraska they bought considerable property in the river towns of the State. They had holdings in Brownville, Nebraska City, Tekamah, and Dakota City, Nebraska, and also in Sioux City, Iowa. None of the Missouri river ventures, however, proved profitable except those in Omaha. They also had large holdings in Iowa and

At a still later period they bought considerable real estate in other places, principally in Chicago and Denver, and also invested in Texas pine and grazing lands. In the fall of 1857, after the great financial panic, real estate became very unsalable, and some of the local banks at Omaha having failed, Augustus and Herman Kountze commenced the banking business under the firm name of Kountze Brothers, and continued as such until 1864. Meantime they organized the First National Bank of Omaha, which was the first bank organized in Nebraska under the National Banking Law. At the time of its organization the late Mr. Edward Creighton was made president of the bank, in which capacity he continued until his death. Herman Kountze was appointed cashier and filled that position for several years; later on he became vice-president and Augustus Kountze was made cashier. Upon the death of Mr. Creighton, Herman Kountze was elected president of the bank and has since remained in that position. In the fall of 1862, Luther Kountze, a younger brother, went to Denver and was soon followed by Charles B. Kountze, who was the last of the boys to leave the old home. Upon arriving in Denver Luther opened a bank under the name of Kountze Brothers, the senior members being Augustus and Herman. In 1866 they organized the Colorado National Bank, of Denver. They have ever since remained in the control and management of that institution, and are prominently connected with other business interests of that city, particularly in the Holden Smelting and Reduction Works, in which they have invested largely. During 1867 Luther Kountze went to New York, and in 1868 opened a banking house in that city under the firm name of Kountze Brothers, of which Augustus and Herman Kountze are the senior members. In 1872 the New York business had grown to such an extent that it became necessary for another member of the firm to be in that city and, accordingly, Augustus Kountze left Omaha and took up his permanent residence in New York, assuming, in connection with Luther, the management of the business in that city, which is still continued under the old firm name and includes the four brothers. Augustus Kountze was married June 14, 1850, to Miss Catharine Ruth, of Hanoverton, Ohio. Herman Kountze was married May 10, 1864, to Miss Elizabeth Davis, the daughter of Mr. Thomas Davis, one of the pioneers of Omaha and Nebraska, but now a resident of Indianapolis. Augustus and

Herman Kountze have been identified with the business interests and progress of Omaha and Nebraska from the pioneer days until the present time, and have taken an active part in everything tending to the material welfare of the city and State. They were largely interested in the Omaha & Northwestern Railroad, now a part of the Chicago, Minneapolis, St. Paul & Omaha, and have also been interested in railroads in other portions of the country, particularly the Denver & South Park, now owned by the Union Pacific, the Sabine & East Texas Railway, running from Sabine Pass to the Neches river in Texas, which road has since been merged into the Texas & New Orleans system of roads; the Boston, Hoosac Tunnel & Western Railway, now a part of the Fitchburg system of roads, which system includes the famous Hoosac Tunnel, Troy & Greenfield, as well as the Troy & Boston, making a continuous line from Boston, Mass., to Troy, New York. Until their consolidation Augustus was president of the B. H. T. & W., and is now a director in the consolidated company. Augustus Kountze was also treasurer, for a number of years, of the then Territory of Nebraska, and was one of the incorporators of the Union Pacific Railroad, as well as one of its early directors, and later on held the appoint-



AUGUSTUS KOUNTZE.

ment of a United States Government Director of said railroad company, and at the time of its location he was largely instrumental in securing for it the right of way and terminal facilities in Omaha. During his residence in Omaha he was engaged in the banking interests of the firm, including those named, with the branches at Central City, Colorado, and Cheyenne, Wyoming. The Kountze Memorial Lutheran church, of Omaha, to which he was a most generous contributor, was named in honor of his father. After Augustus went to New York, Herman took the management of the affairs of the firm in Nebraska, Iowa and Minnesota. The new First National Bank building in Omaha, costing, including realty, \$300,000, is another monument of their enterprise, and to Herman Kountze largely belongs the credit for its erection. Mr. Herman Kountze has greatly developed the residence portions of the city, having, during the year 1887, laid out one of the finest additions to the city and known as Kountze Place, on which there are now about seventy-five of the handsomest residences in the city in the course of erection, with about as many more to be added during 1888. For many of the houses erected he furnished aid to the purchasers. He has also sold large numbers of lots in other portions of the city to laboring men on long time and easy terms, in many instances advancing money for the buildings, thus enabling many to secure homes who, otherwise, could not have done so. He is also interested in the South Omaha Land Syndicate and South Omaha Stock Yards, corporations which have given Omaha a great boom and made it one of the solid business cities of the country.



KOUNTZE MEMORIAL LUTHERAN CHURCH.

some time in 1857. Its cost was \$100,000. The capital removal question was not brought up again until 1867, when Nebraska became a State. The enabling act for Nebraska's admission was

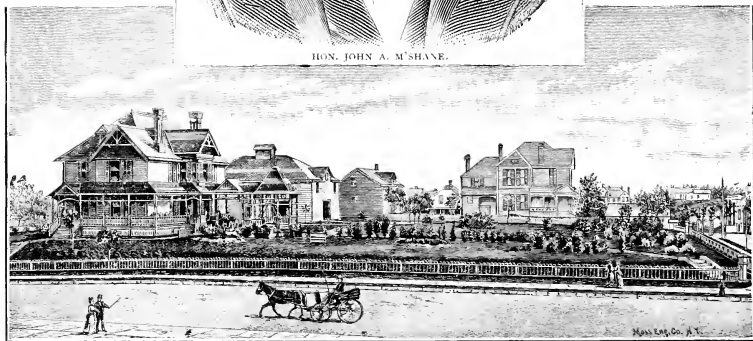
passed March 21, 1864, and under that act an election was held, and a State constitution adopted which prohibited the right of suffrage to the negroes. This caused Congress to pass another act to the effect that Nebraska could only be admitted by a change of her consti-

[John A. McShane was born at New Lexington, Perry county, Ohio, August 25, 1850, and worked upon a farm until 21 years of age, receiving during this period of his life all the education he ever obtained, and that only such as a country common school afforded. With this meagre education, and accustomed to toil, in 1871 Mr. McShane set out to carve his fortune in life, going to Wyoming Territory, where he became employed on a cattle ranch. Seeing in cattle raising a prosperous business, after two years of practical apprenticeship and prudent saving, he made a venture in cattle on his own account, and thus laid the foundation for his subsequent great financial success. In 1874 he left Wyoming and came to Omaha, and has since continuously resided here. He retained his cattle interests in Wyoming, individually, until 1883, when he merged them in the Bay State Live Stock Company, in which he is a stockholder, and whose herds now number 100,000 head. Clear headed as to the future, Mr. McShane saw what Omaha might become, and with the energy, quick decision and strong determination for which he is noted, he soon became one of Omaha's most prominent and successful business men, always among the foremost



HON. JOHN A. M'SHANE.

to engage in any project for the development of the city's resources and the promotion of its general welfare. In 1879 the Omaha Nail Works were established, Mr. McShane being a stockholder in the company and a director, and this important manufactory for several years contributed much to the business of Omaha, and gave employment to a large number of workmen. He was one of the promoters of the Union Stock Yards at South Omaha, and was elected president of the company, which office he still holds. This movement has proved to be an important factor in Omaha's prosperity, being the foundation of its great cattle trade and packing business, which are constantly increasing, and are destined in a few years



RESIDENCE OF HON. JOHN A. M'SHANE.

to surpass in volume those of any other western city. In directing attention to Omaha's advantages as a cattle market and packing point, Mr. McShane has been especially active, and he has been instrumental in the removal of a considerable portion of the packing business of Chicago to South Omaha. He was one of the promoters of the South Omaha Land Syndicate, and is a director in the organization. He helped to organize the Union Stock Yards Bank in South Omaha, and is president of the institution; he is also a stockholder and director in the First National Bank of Omaha. Outside of these various enterprises his attention is devoted to the care of his large real estate interests in Omaha. In 1880 Mr. McShane was elected to the lower house of the State Legislature from Omaha for two years. In 1882 he was elected to the State Senate for two years from the Senatorial District of which

Douglas county forms a part, and was re-elected for another term in 1884. In 1886 he received the nomination of his party in the First Congressional District, his Republican competitor being Hon. Church Howe, and was elected by a plurality over Howe of 7,023, and a majority over all of 6,980, thus winning the distinction of being the first Democrat sent to Congress from Nebraska. During Mr. McShane's service in the State Legislature, changes were made in the charter of Omaha, which enabled the city government to enter upon a series of public improvements that have wholly changed the character of the city. In the formulation of these measures Mr. McShane vigilantly and faithfully represented his constituents, and advocated the increased powers of the City Council, which were necessary to the end in view. In the larger field to which he has been called he will undoubtedly prove a valuable and faithful representative of Nebraska's interests, in that quiet but effective way which has characterized his business methods.]

tution, so that the right of suffrage should not be denied to any man on account of race, color or previous condition of servitude. The constitution was accordingly revised and then Nebraska was admitted as a State of the Union. Under a constitutional provision the first



FIRST NATIONAL BANK.

MENDELSOHN & LAWRIE, ARCHTDS.

State Legislature had the right to locate the seat of government. Governor David Butler, the first elected Governor, convened the first State Legislature at Omaha on the 16th of May, 1867, and it was during this session that the capital was removed to Lincoln. The citizens of Omaha made no opposition. Upon the removal of the capital the title to Capitol Square reverted to Omaha, the Legislature making it conditional that the ground should be used for school purposes. The magnificent high school building now occupying the site of the old capitol was built during the years 1870, '71 and '72, at a cost of \$250,000.

In the early history of Omaha the Claim Club occupies a prominent position. It is maintained by many of the surviving old settlers, particularly those who were active members of the organization, that the Claim Club was a necessary institution. At the time the Claim Clubs throughout Nebraska were formed, the settlers had only a squatter claim, as the

title to the land was still in the Government. One of the objects, therefore, of the Claim organization was to protect these squatter titles. Conveyances of these titles were made by means of quit-claim deeds. Another object was the acquisition of more land than would be allowed under the Government laws, under which the limit was 160 acres. This was not enough to satisfy the squatters, who determined through the "claim association" system to

[Origen D. Richardson was born in Vermont in 1796. He joined the volunteer troops of that State as a private in the war of 1812, and took part in the battle of Plattsburg. He was admitted to the bar in 1824, and moved to Michigan in 1829, where he continued the practice of his profession. He was a prominent Democratic politician, serving several terms in both branches of the Territorial and State Legislatures. He was Lieutenant-Governor of Michigan from 1844 to 1848. In September, 1854, he removed to Omaha, and was a member of the first Territorial Council of Nebraska. In 1855 he was appointed one of the Commissioners to prepare a code of laws for the Territory. The codification, which was mainly his work, forms the basis of the present laws of Nebraska. He died in Omaha in 1878. Governor Richardson was long a leading and well known citizen of Michigan, commanding the confidence and enjoying the respect of its people. In his profession he ranked among the first. In politics he was a Jeffersonian Democrat and strict constructionist. His personal integrity was of inflexible mould. No administration of Michigan ever more completely enjoyed the confidence of the State than that in which John S. Barry was Governor and O. D. Richardson Lieutenant-Governor. After his removal to Nebraska he gave little attention to politics, but pursued his profession and devoted himself to the care of a large property. Such public offices as he held he received without solicitation, and by a practically unanimous election. His high character and long experience in public affairs gave him great weight and influence in an unformed commonwealth in which it was rare to find a man over thirty years of age. The revised statutes of 1867 are almost wholly his work. J. S. Sharp and A. J. Poppleton were his associates, but the work was his. He was both an able jurist and an effective advocate. He was a clear and logical thinker, with the additional gift of a pleasing and effective style of speech. Through his strongest and most serious efforts there was apt to run an undercurrent of humor, ridicule and satire, which maintained the interest of court and auditors at the highest point; yet his chief power lay in the vigor and conclusiveness of his argument. One of Governor Richardson's best traits was his interest and sympathy with young men, students and lawyers. He was naturally genial and kindly to all, and was never too busy for a pleasant word and hearty greeting to the young. No one could have better reason for remembering this trait than the writer. In his twenty-first year, just out of school, he had undertaken to speak on an occasion which had usually demanded older men. When the allotted moment arrived the natural trepidation of the situation so wrought upon the speaker as well nigh to congeal his faculties. Just as he mounted the platform a strong hand seized his. "You have a splendid audience," said he, "and they are all kindly disposed; if your knees tremble and the words stick in your throat, look at me and take courage." For the short hour the writer stood for the first time before "a sea of upturned faces," the broad, benevolent, beaming, kindly face of Governor Richardson, not ten feet in front, was a tower of strength and courage, a beacon and an inspiration. The heart of youth won in that way is never lost. The impress of a noble character is never effaced, but becomes a guide and monitor of youth forever. His family life was singularly happy. After fifty years of domestic happiness, in which youthful vows and attachments grew stronger and more sacred with the lapse of years, husband and wife were called together crossing the silent river, as they had so long journeyed upon earth, side by side. He left one son and two daughters, all yet living—Lyman Richardson, from its origin until very recently joint founder and proprietor, and business manager of the Omaha Herald; Mrs. Z. B. Knight and Mrs. G. I. Gilbert, all important factors in the best life of Omaha.—V. J. P.]

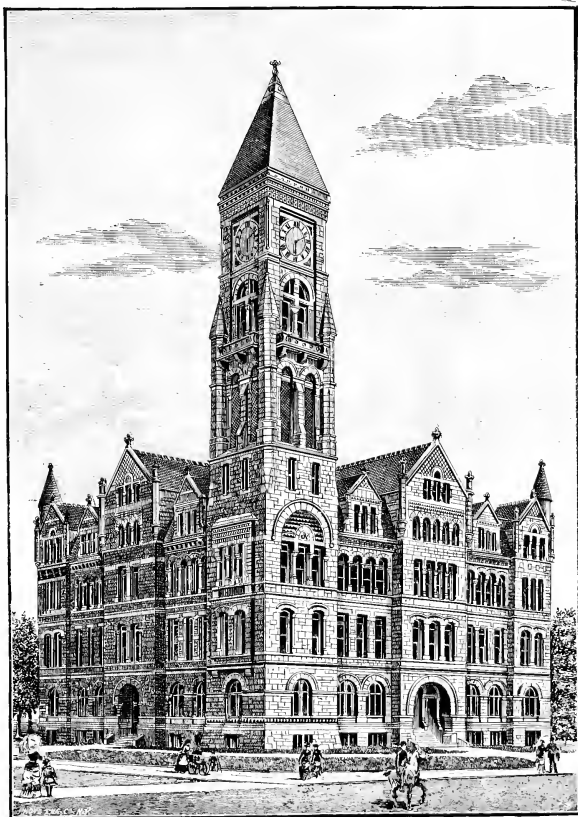


THE LATE GOV. ORIGEN D. RICHARDSON.

take 320 acres. The first "Nebraska claim meeting," as it was called, was held at Omaha, July 22d, 1854, soon after the completion of the survey of the town site. S. Lewis presided as chairman, and M. C. Gaylord was the secretary. A code of laws was adopted, providing for the marking of claims. The claims were limited to 320 acres, which could be in two tracts of 160 acres each. Timber claims were limited to eighty acres, in two separate tracts if so desired. The Omaha Claim Club, as the organization was named, elected as its first officers:

A. D. Jones, judge ; S. Lewis, clerk ; M. C. Gaylord, recorder ; R. B. Whitted, sheriff. Other clubs throughout the Territory soon followed, all organized upon the plan of the Omaha club. One of the regulations of the Omaha club was that each member should hold against all

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CITY HALL.

outside claimants provided he made improvements to the extent of \$50 per year. The members of the club covered all the valuable land in the immediate vicinity with their claims, and the result was that during the next two or three years numerous bitter contests arose over the claims between the new-comers and the first settlers. The Claim Club was very arbitrary and cruel in enforcing its regulations and maintaining the claims of its members, and the con-

sequence was that numerous outrages were perpetrated. "Doc." Smith, who has for so many years been the county surveyor, was driven off his claim by a mob, and was compelled to keep in hiding several months in order to save his life. He finally brought his case to the attention of the Government authorities, and eventually succeeded in recovering his claim, upon a portion of which he still resides. John A. Parker, register of the Omaha land office at the

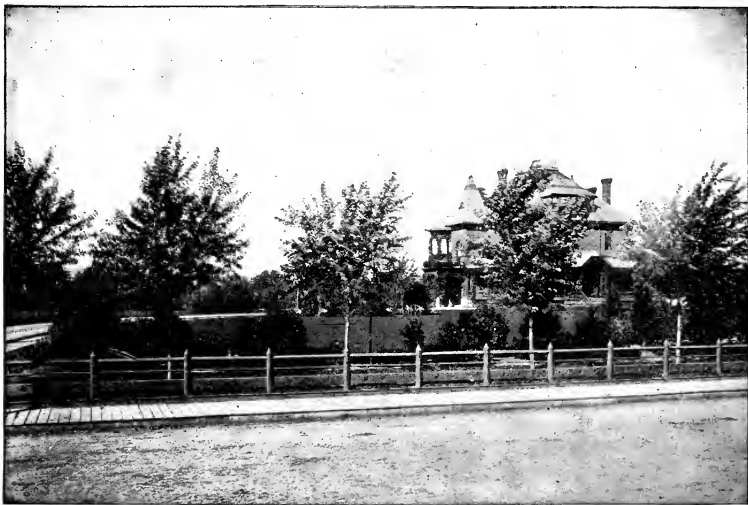
[Hon. Andrew J. Poppleton has made Omaha his home for over thirty-three years. He is one of the pioneers who located here in 1854, when the place was but a mere hamlet of the frontier. Mr. Poppleton is a native of Michigan, having been born in Troy, Oakland county, July 24th, 1830. Until the age of fourteen he remained upon his father's farm, and attended the county district schools. He was then given his preliminary training for college at Romeo, Michigan, and was sent to Union College, Schenectady, N. Y., from which institution he graduated in July, 1851. From September, 1851, to May, 1852, he taught Latin and Greek in the institution at Romeo, where he had been prepared for college. Mr. Poppleton had read considerable law during his college course, and, entering the law office of C. I. & E. C. Walker, of Detroit, he was admitted to practice in October, 1852, after an examination by the Supreme Court of Michigan. Clinton Briggs and Jonas Seeley, who became prominent citizens of Omaha, were admitted at the same time. To complete his preliminary legal training Mr. Poppleton attended a six months' course at John W. Fowler's law school, Poughkeepsie, N. Y., where extempore speaking and the trial of moot causes were specialties. He then began active practice in Detroit. Upon the passage of the Kansas Nebraska bill, he made arrangements to settle permanently in Omaha. He continued his general practice until 1869. In that year the road was completed, and much important litigation arose from construction contracts. Thereupon Mr. Poppleton accepted a regular salary from the company, and has ever since continued as general attorney of the system, except that portion located in Kansas. As general attorney he has had charge and supervision of all legal, claim, tax and right of way business arising in Iowa, Nebraska, Colorado, Wyoming, Utah, Idaho, Montana, and Oregon, the local attorneys in all these jurisdictions reporting to him, and being subject to his direction and supervision. In 1885 he was made counsel of the managing and executive officers at Omaha, in respect to all matters arising in Kansas, and on October 1st, 1886, Kansas was placed under his supervision and control. His last annual report shows five hundred cases pending in his jurisdiction, involving every variety of litigation. To all of this work are to be added his labors as counsel of the general officers of the line at Omaha. It will be seen that his life is a very busy one. It is Mr. Poppleton's proud boast that he has never sought advancement except in his chosen profession; that he has never made a dollar by speculation; that he has never owned a share of railway stock or railway property of any kind; and that his property in Omaha is the result of his professional earnings, and judicious permanent investments in real estate. The fact that he has been twenty-four years in the service of the Union Pacific, and his gradual advancement to the supervision of the entire system and the management and control of all its legal affairs in the West, is the strongest evidence of the success of his management of the company's business. The Nebraska State University, in 1887, conferred the degree of LL. D. upon Mr. Poppleton. He has a large and well selected library of general literature at his elegant and commodious home on Sherman avenue, and, notwithstanding his multiplicity of duties, he is an extensive reader. He has the reputation of an eloquent orator, an accomplished scholar, and a fluent and classic writer. Mr. Poppleton was married December 24, 1855, at Council Bluffs, to Miss Caroline L. Sears. They have three children—Elizabeth E. Poppleton, a graduate of Vassar College; William S. Poppleton, a graduate of Harvard, and now a student at law; and Mary D. Poppleton, now in school at Stamford, Conn.]



HON. ANDREW J. POPPLETON.

time Mr. Smith was driven off his claim, testified in Smith's behalf, and among other things swore that he saw a large and excited mob, fully armed, proceed to Smith's house and pull

it down, and give notice to Smith to leave the Territory immediately under pain of being placed in the river if he failed to do so; and that Smith did, in fact, leave. This occurred in May, 1856. Parker also testified that about the 1st of February, 1857, the land office opened at Omaha, and the Claim Club passed a resolution that no man should be permitted to pre-empt land without the consent of that association. Furthermore, that a committee of vigilance was appointed to see that no person violated that resolution, and to punish and "dispose of" all who made any effort to comply with the laws of the United States. "Some were summarily dealt with," according to the testimony of Mr. Parker, "and have not since been heard of."



RESIDENCE OF HON. A. J. FOPPLETON.

The resolution referred to by Parker in his affidavit in Smith's case was adopted at a mass meeting on the 20th of February, 1857, and was as follows:

"RESOLVED, That persons shielding themselves under the act of Congress to pre-empt a man's farm under the color of law, shall be no excuse for the offender, but he will be treated by us as any other common thief."

The next day Jacob S. Shull, who had squatted on what he believed to be a piece of Government land—and which he claimed the right to settle upon and improve under the pre-emption laws—was driven off his claim by an armed mob of 150 men. They set fire to his buildings, and destroyed everything on the land. Had they caught him they would no doubt have killed him. He was obliged to remain in hiding for two days. Mr. Shull, who did not dare try to recover his claim, died within a year after this event. Just before he died he told his family that they would some day recover the land. This they did at the end of a lawsuit. They have since made a fortune out of the land, which in time became very valuable.

An Irishman named Callahan was another victim of the wrath of the Claim Club. He was ducked in the river through a hole in the ice, in February, 1857, until he was nearly dead. Finally

he consented to give up the claim about which the controversy had arisen. It is said that Callahan never fully recovered from this cruel treatment, and that he died a few years afterwards. A man named Ziegler was banished from the Territory, and condemned to death if he should return. Ziegler was escorted to the river and sent over to Iowa. Daniel Murphy was forced, after a severe struggle in a lawyer's office, to relinquish his claim to a piece of land for the promised considera-

[Hon. John M. Thurston was born in Montpelier, Vermont, August 21, 1817. In 1854 his father's family removed to Madison, Wisconsin, and two years later to Beaver Dam, in the same state, where Mr. Thurston's widowed mother yet resides. As a boy, Mr. Thurston worked upon the farm and at other avocations during each summer, and devoted the winters to studying and preparing for college. At the age of sixteen he entered Wayland University, and graduated at twenty. Having chosen the law as a profession, he entered upon its study, and in May, 1860, was admitted to the bar in Dodge county, Wisconsin. Until October of that year he practiced in partnership with Hon. E. P. Smith, when he removed to Omaha, where he has achieved a commanding position in his profession. In April, 1872, Mr. Thurston was elected to the City Council, and served one term, during which he was acting president, and for a portion of the time, Police Magistrate. In 1874 he was appointed City Attorney, and while holding this position was chosen to the Legislature, in 1875. In that body he was chairman of the Judiciary Committee, and acting Speaker. In 1877 Mr. Thurston resigned his City Attorneyship to accept the position in which he took an active and prominent part, and in each of the Nebraska State campaigns he has responded freely to the many calls which have been made upon him from all sections, for his services as a speaker. During the session of the Legislature, in January, 1887, he was prominently mentioned for United States Senator, to succeed Senator Van Wyck, receiving in preliminary caucus many votes, and but for the fact that Senator Manderson is also a resident of Omaha, he would probably have been elected. Mr. Thurston, at the age of forty, and in the prime of life, is confessedly one of the leading lawyers of the West. His close application to his cases, his readiness of resource, and his acknowledged ability as a speaker, make him one of the most successful trial lawyers in Nebraska. His handling of the noted Olive and Lauer murder trials will long be remembered as among his most successful efforts, while his whole professional career has contributed greatly to the deserved distinction enjoyed by the bar of Omaha and of Nebraska. There may be much in the future for Mr. Thurston; for it is of such material, moulded by indomitable will, and stimulated by a worthy ambition, that the men who have achieved distinction in the nation have been made.]

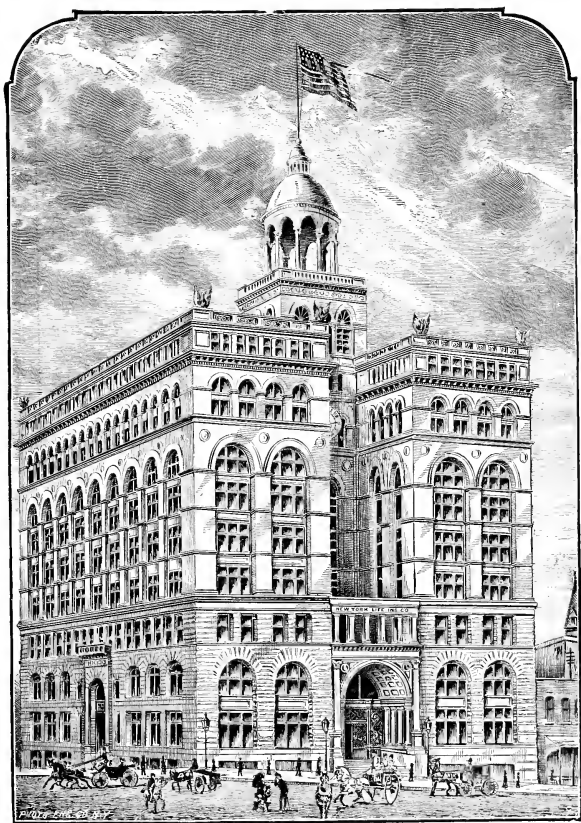


HON. JOHN M. THURSTON.

tion of assistant attorney of the Union Pacific Railroad Company, which he still retains, and in the administration of which he has won a high reputation as a lawyer. In 1875 Mr. Thurston was unanimously nominated by the Republican party for Judge of the Third Judicial District of the State. His opponent, Judge James W. Savage, being twenty years his senior, this disparity in ages was used as an argument against Mr. Thurston, and caused his defeat. In 1878 he headed the Republican Presidential electoral ticket in Nebraska, and was selected as messenger to convey the vote to Washington. In 1884 he was chairman of the State delegation to the Republican National Convention at Chicago,

tion of \$1,000, but it is said that after he had signed the document he was given only \$100. At various times, in after years, he made some attempts to recover the land, but in each instance was unsuccessful. Another Irishman was hanged to a tree until nearly dead, and when cut down he

still refused to yield to the demand of the club. He was then locked up and starved into submission. These are only a few sample outrages committed by the Claim Club, but they are sufficient to show how the organization operated.



NEW YORK LIFE INSURANCE COMPANY'S BUILDING.

The Territorial Legislature actually passed an act, approved March 6, 1856, investing the Claim Clubs with legislative powers for their respective neighborhoods. In defense of the Claim Clubs it has been said that they were the only security of actual settlers prior to the land sales, and hence were a necessity as long as squatter titles existed. As soon as the Government land office opened, however, they were no longer needed, and they were accordingly disbanded during 1857-58.

The first legal entry of land made in Nebraska was in March, 1857. The first public sale of Government lands to the highest bidder was made on the 5th of July, 1859. Colonel A. R. Gilmore was the first Receiver of the United States Land Office at Omaha, and Colonel John A. Parker was the first Register. The land covered by the site of Omaha was granted in two patents—one to John McCormick, May 1, 1860, the land having been bid off by him at the public sale of July 5, 1859, acting as trustee, and the other to Jesse Lowe, Mayor, October 1, 1860, on the entry made March 17, 1857.

[In his chosen profession of the law the Hon. James M. Woolworth has reached the first rank. In public and private life he is one of Omaha's foremost citizens. He was born in Onondaga Valley, Onondaga county, N. Y., in 1829. The finishing touches to his education were received at the well known Hamilton College, from which he graduated in 1849 with high honors. He adopted the profession of the law and was admitted to the bar in his native State in 1854, and practiced before the courts of Syracuse until October, 1856, when he followed the example of so many bright young men at that time. He migrated West and arrived in Omaha October 31, of that year. At the time Judge Woolworth came to Omaha the bar of this city, although limited, was composed of bright young lawyers, most of whom have risen to prominence in the city. His abilities were soon recognized and he was elected the first City Attorney of Omaha. He also served the city in the Legislature in the early period and was chosen as a delegate to the Constitutional Convention of 1871. Two years later he headed the Democratic State ticket for the high office of Chief Justice of the Supreme Court and polled the full party strength. Never desiring office, he has been called to it a number of times by the citizens irrespective of party. Mr. Woolworth has been closely identified with the growth and progress of the city. In his private life he has taken a deep interest in educational High School in 1867. Mr. Woolworth has amassed a fine competency in the practice of his profession, and lives in one of the most handsome residences in Omaha. He enjoys the largest legal business in the city, his cases being confined to the most important civil suits that come up in the courts. In the development of Omaha, Judge Woolworth has been very active. He is a large investor in business property and real estate, and one of the projectors of the Union Stock Yards Company, an institution that has accomplished so much for Omaha. He was one of the original trustees of the South Omaha Land Syndicate, and is director of the South Omaha Land Company, and counsel of that company and of the Stock Yards Company. He is also one of the directors of the First National Bank, the strongest financial institution in the city. Judge Woolworth enjoys the reputation of being a large-hearted, high-minded, Christian gentleman, of deep learning and profound knowledge of the law.]

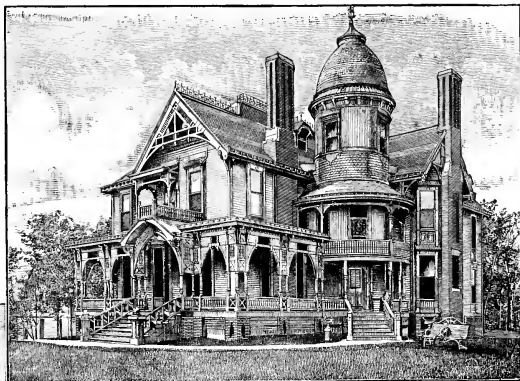


HON. JAMES M. WOOLWORTH.

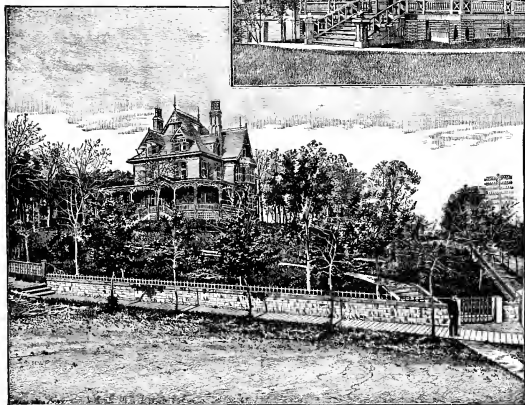
and religious matters, and stands as a bulwark in the affairs of the Episcopal church of this city. For more than a quarter of a century he has been a vestryman of Trinity Cathedral and for seventeen years its senior warden, from which position he resigned. To him, more than any other person, is the meed of praise due for the present prosperous condition of the church, and its place of worship was built by means of his generosity. He is at present Chancellor of the Diocese of Nebraska, and for more than twenty years one of its lay delegates to the general convention of the church. He is also a member of the committee on the revision of liturgy, and a trustee of Racine College, in Wisconsin, and Brownell Hall, in Omaha. He received the degree of LL. D. from the latter college in 1875. The Omaha public school system has been nurtured and encouraged by Mr. Woolworth, and he was a member of the first board of regents for the

In the early days of Omaha, justice was frequently administered in a very summary way and without due process of law. Horse thieves especially received no mercy. In the summer of 1856, two thieves stole some horses from the settlers in the vicinity of Omaha, and sold them to a band of Pawnee Indians, from whom the animals were recovered. The thieves were captured and brought into the city. They were stripped to the waist and tied to a liberty pole on Harney street, where they were given thirty-nine lashes each upon the back with a rawhide. The whipping was done alternately by the owners of the horses and the Indians who had bought them and had to give them up. An effort was made by Chief Justice

Ferguson and United States Marshal Rankin to have the prisoners rescued, and punished according to law, but the mob was too powerful to be interfered with. A more severe punishment was meted out to two horse thieves, named Braden and Daley, in the month of March, 1858. They had been committing depredations for some time, but were finally captured by some farmers near Florence, from whom they had stolen horses. The prisoners were brought to Omaha, and, after a preliminary hearing before a magistrate were committed to jail, in default of bail, to await their trial. A few days afterwards a party of men from Florence appeared at the Court House in the evening, and surreptitiously getting the key of the jail from the sheriff's office, entered the jail and



RESIDENCE OF E. W. NASH.



RESIDENCE OF HON. J. M. WOOLWORTH.

took possession of Braden and Daley. They put the prisoners in a wagon, and drove to a lonely spot two miles north of Florence, where they hanged the two men to the limb of an oak tree. Four men were apprehended and tried for participation in this affair, but they were acquitted. The sheriff was convicted of dereliction of duty in not preventing the hang-

ing, and was heavily fined. In the spring of 1861 two men, named Bouve and Iler, assaulted and robbed Mrs. George T. Taylor at her home, ten miles northwest of Omaha. The thieves were arrested in Omaha on suspicion, and were positively identified by Mrs. Taylor, who recognized them without difficulty in a crowd of men among whom they had been placed in the court room. Thereupon the prisoners were put in separate cells. A committee of citizens visited the jail and informed Bouve that his partner, Iler, had confessed. Bouve, however, did not believe it, and did not fall into the trap set for him. The committee next called on Iler, and told him that Bouve had made a full confession, and that he might as well do the same thing. Iler thereupon confessed, and revealed the place where the money and

other articles, consisting mostly of silver, were concealed. At a public meeting the next day, in front of Pioneer Block, on Farnam street, it was determined to try Bouve and Her at once. The trial was accordingly held in a room in Pioneer Block, before a jury of twelve men selected from the crowd. The accused were eloquently defended by William A. Little, afterwards Chief Justice, and Robert A. Howard. The verdict was "Guilty," with a recom-

[Charles F. Manderson was born in Philadelphia, Pa., Feb. 9, 1837. His ancestry were Scotch-Irish, and his father, the late John Manderson, of Philadelphia, who died Nov. 25, 1887, at the advanced age of 87 years, was one of the best known citizens of Pennsylvania's metropolis. After being educated in the schools and academies of his native city, Manderson removed to Canton, Ohio, where he studied law, and was admitted to the bar in 1859. In the spring of 1860 he was elected city solicitor, and was re-elected to that office in 1861. In April, 1861, and on the day that the news of the firing on Ft. Sumter spread through the North,

Manderson enlisted as a private soldier with Capt. James Wallace, but being immediately granted a recruiting commission, he, with Samuel Beatty, sheriff of Stark county, raised a company of infantry in one day, Beatty becoming captain and Manderson its first lieutenant. This company was assigned to the 10th Ohio infantry, Captain Beatty becoming the Colonel of that regiment, Manderson being made a captain. This regiment was immediately ordered into West Virginia, and participated with great credit in the first battle of the late war, fought at Rich Mountain, July 11th, 1861. The Union victory was an encouraging and decisive one, and Gen. McClellan issued an order complimenting the troops in the highest terms, the victory having delivered West Virginia from the enemy, and the troops also received the thanks of Congress. The three months service being completed, Capt. Manderson re-enlisted his company "for three years, or during the war," its organization being continued as Co. A. In the early fall of 1861, the 10th Ohio Infantry proceeded to Kentucky and became



HON. CHARLES F. MANDERSON.

Lieutenant Colonel, was instantly killed, and Captain Manderson became the acting Lieutenant Colonel, and from the battle of Shiloh until near the close of the war, Manderson commanded the regiment in every skirmish and battle in which it was engaged. The regiment was warmly complimented by both Generals Crittenden and Nelson, it having participated in Nelson's last charge upon the enemy which broke his lines and drove him from the federal front. The 10th Ohio participated in the advance upon the enemy and in the siege of Corinth, entering that place May 29, 1862. It pursued the enemy to Euphrates, Miss., and returning *via* luka, marched through northern Alabama and Georgia to Battle Creek, Tenn. During the summer of 1862, it participated in the march under General Buell, from the Tennessee river near Chattanooga to Louisville, Ky., and in the fall of 1862, it joined in the pursuit of Bragg through Kentucky and Tennessee, reaching Nashville in November. During this march the regiment had several skirmishes with the enemy, and at Crab Orchard charged upon the rebels and captured some artillery. On Dec. 26, 1862, the regiment, under command of Manderson, marched with Rosecrans' army upon the rebel position at Murfreesboro and participated in both the severe battles at Stone River, Dec. 31, 1862, and Jan. 2, 1863, its commander receiving favorable mention in the official reports of Generals Beatty, Van Cleve and Crittenden, who commanded respectively the brigade, division and corps. The loss of the regiment in this battle, in officers, was particularly severe, and of the 449 enlisted men there were killed and wounded 213—nearly 50 per cent! Major Manderson was made Lieutenant Colonel by the battles at Stone River, and was promoted to the Colonelcy March 15, 1863. His regiment participated in the Tallahoma campaign in the summer of 1863, and in September of that year, bore its full share of the burden at Chicamauga, where it was commanded by Lieut. Col. Stratton, Colonel Manderson having been sent to Ohio where he took part in the memorable struggle between Vallandigham and Gov. Brough. Rejoining his regiment at Chattanooga, Oct. 1863, Manderson was in command of the 10th Ohio in the battles about that place, being engaged at Orchard Knob and Mission Ridge. After the battle of Mission Ridge, the 10th Ohio formed part of the column which, under General Sherman, marched to the relief of Knoxville. On Jan. 1st, 1864, four hundred men of the 10th Ohio re-enlisted as veterans, and after the veteran furlough was over,

a part of the 11th brigade, commanded by General Boyle. In Dec. 1861, being at Columbia, Kentucky, the command marched to Jamestown, on the Cumberland river, and prevented a junction by river of the rebel forces at Nashville with those at Mill Spring. After a severe winter's campaign in Kentucky the regiment reached Nashville in March, 1862, being among the first troops to enter that captured city. As part of Crittenden's division of Buell's army, it marched through Tennessee for the town of Savannah, and, when within a few miles of that place on the 6th of April, it heard the booming of the distant guns that announced the struggle at Pittsburg Landing. Throwing aside all unnecessary burden, and receiving double supply of ammunition, the regiment was double-quickened to the river in time to cross to the battlefield of Shiloh on the evening of the first day's great fight. The 10th Ohio went into battle at daylight the next morning. Captain Manderson acting as major. At the first discharge of the enemy's guns, Major Edwards, then acting

the men returned to the front, reaching Knoxville in March, 1864, participating in the Atlanta campaign under Sherman, being a part of the 3d Brigade, 3d Division, 4th Army Corps. The 19th Ohio was "in" at New Hope Church, at Kenesaw, Peach Tree Creek, the crossing of the Chattahoochee, the engagements about Atlanta, Jonesboro, Lovejoy's Station, and other engagements of lesser note, in that 100 days campaign of constant fighting. During this campaign Col. Manderson commanded a demi-brigade composed of the 9th Kentucky, 10th Ohio, and 79th Indiana. On the 2nd of September, 1864, as a result of a terrific charge at Lovejoy's Station on the enemy's rifle pits, they were carried and the encounter was so furious as to carry the troops forward upon the main line of the enemy's works. The right and left supports of Manderson's demi-brigade gave way, and it was while Colonel Manderson was engaged in directing the charge upon these rifle pits, so that they could be made a new advance line for the federals, that he was severely wounded in the spine. His loss here was 70 men killed and wounded. The disability from this wound was so great in resulting consequences that he was rendered unfit for service, and he tendered his resignation March 17, 1865, which was not accepted, however, until he was brevetted a Brigadier General of volunteers for "gallant, long continued and meritorious services." General Manderson returned home to Canton in April, 1864, and resumed the practice of the law, forming a partnership with Judge Seraphin Meyer. The firm secured a large practice, and Manderson was twice elected to the office of prosecuting attorney. In 1867 he came within one vote of receiving the nomination for Congress in the Republican convention for the then large 17th Congressional District, now represented by Major McKinley, which then gave 5,000 Republican majority. General Manderson removed to Omaha in Nov. 1869, and formed a partnership with Hon. James W. Savage, which continued for six years and until the latter went upon the bench. Manderson remained alone in his profession until 1880, when he formed the partnership of Manderson & Congdon, which



RESIDENCE OF LOUIS SCHROEDER.

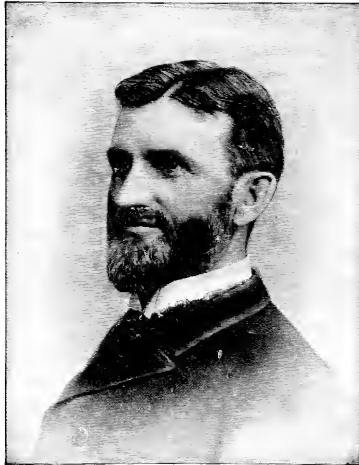
continued successfully until the former's election to the Senate. For six years, during the terms of Mayors Wilbur, Chase and Boyd, General Manderson was city attorney of Omaha. In 1874, and again in 1874, he was elected by both political parties and without opposition, a member of the Constitutional Convention. He served for two years as president of the Nebraska State Bar Association and has for several years been one of the executive committee of the American Bar Association. At the legislative session in 1883, Gen. Manderson was elected to the United States Senate for six years, as a Republican, succeeding Hon. Alvin Saunders. Gen. Manderson, without the arts of the demagogue in politics, is a true representative of his party, in its ideas, policy and progressiveness. Conservative, prudent and sagacious, he is also painstaking, vigilant and faithful. He has been mentioned as a candidate for Vice President, an honor unsought, and a compliment to his devotion to the best interests of his State and of the great West. His influence at Washington is recognized, and exceeds that usually allotted to a Senator during his first term. He is a member of the Committee on Military Affairs, and of the Committee on Territories; and upon the death of the veteran Senator Anthony, he was made chairman of the Committee on Printing. His term as Senator will expire March 4, 1889.

mentation that Her be treated leniently, in consideration of his having prevented Bouve from killing Mrs. Taylor. The verdict was approved by the crowd, who decided that the Vigilance Committee should finally dispose of the case. The Vigilance Committee, composed of well-known citizens, accordingly proceeded at midnight to the jail, and overpowering Bouve, hanged him to a beam in the hall. He was a noted desperado, and was credited with

having committed several murders in the West. He no doubt deserved his fate. Her was set free, and ordered to leave the city. He became a Union soldier, served through the war, and made a good record.

The first legal execution in Nebraska took place in Omaha on August 28, 1863, the victim being Cyrus H. Tator. One day in the month of June, 1863, the body of a dead man was found in

[The Nebraska National Bank occupies the first floor of the elegant four story and basement iron building located on the north-west corner of Twelfth and Farnam streets, which was erected by the bank in 1882—especially for its business, and which marked the commencement of the fine building era in Omaha. At the time, it was regarded as a display of extraordinary confidence and faith in the future of the city, but their example has since been approved and followed by the older banks, in the erection of three other magnificent bank buildings the present year. The bank was organized in April, 1882, by A. E. Touzalin and H. W. Yates, in conjunction with a number of the leading business men and firms of the city, and in response to a general demand for increased banking facilities, made necessary by the unusual development of business interests and surprising growth in commercial importance which Omaha experienced then and in the years immediately following. The capital of the bank was fixed at \$250,000 paid up, the largest then of any bank in Nebraska, and its surplus fund, in addition thereto, is now \$50,000. The officers and directors are, H. W. Yates, president; Lewis S. Reed, vice-president; A. E. Touzalin, second vice-president; W. V. Morse, of W. V. Morse & Co., John S. Collins, of G. H. & J. S. Collins, and W. H. S. Hughes, cashier. President Yates is well known throughout the West and among bankers generally throughout the country, having



H. W. YATES, PRESIDENT NEBRASKA NATIONAL BANK.

Northern Railroad Company. He has large monetary and real estate interests in Omaha, Lincoln and other western cities. The first published statement of the bank showed, loans and discounts, \$90,209; deposits, \$236,108. Its last statement, in October, 1887, was as follows: Resources—loans and discounts, \$810,605.23; local securities, \$5,625.62; real estate and furniture, \$88,000; U. S. bonds, \$150,000; premium paid on same, \$31,125; sight exchange, \$417,295.79; redemption fund, \$2,250; cash, \$175,204.91; expenses and taxes, \$13,943.13; total, \$1,694,049.68. Liabilities—capital paid in, \$250,000; surplus fund, \$42,500 (increased to \$50,000 November 1); undivided profits, \$27,600.02; circulation, \$45,000; deposits, \$1,328,859.66; total, \$1,694,049.68. The eminently wise and conservative management of the Nebraska National Bank has been the means of winning confidence at home and abroad, and no financial institution in the West stands higher in public estimation and regard.]

been prominently and continuously engaged in the banking business here since 1863. He is vice-president for Nebraska, of the National Bankers Association of the United States. Mr. Hughes, the cashier, is also an old and experienced banker, having been continuously engaged in the business since the beginning of banking in Omaha. He is also manager of the Clearing House, and has been since its organization. Mr. Reed, vice-president, has been long and favorably known as one of Omaha's most reliable and active business men. Until the present year he was a member of the old real estate firm of Byron Reed & Co., and withdrew from that business to take an active part in the management of the bank of which he has been a director since its organization. Mr. Touzalin is a prominent railroad man residing in Boston, formerly vice-president of the Chicago, Burlington & Quincy, and Atchafson, Topeka & Santa Fe railroads, and now president of the Chicago, Burlington &

the Missouri river, north of the city. It was identified as that of Isaac H. Neff, and it was shown at the coroner's inquest that he had been murdered. The corpse had been loaded down with log-chains and dumped into the river. Neff had recently come to Omaha from Denver, in company with Tator and several teams and empty wagons. Two or three of the wagons were found near Sulphur Springs. It was also discovered that Tator had started for Denver with one of Neff's teams and wagons. Circumstances went to show that he was the murderer. He was overtaken in Colfax county, and brought back to Omaha, where he was tried, convicted and sentenced to death. The case was prosecuted by Charles H. Brown and Judge Lake, and defended by Hon. A. J. Poppleton and William A. Little. The object of the murder was robbery, it being supposed that

Neff had upon his person considerable money. The place of execution was near Sulphur Springs, not far from the scene of the murder. It was witnessed by fully two thousand persons. The prisoner was attended upon the scaffold by Rev. T. B. Lemon, Sheriff Sutton and Marshal Riley, while forty soldiers from Company C, Seventh Iowa Cavalry, acted as a guard. Tator maintained his innocence to the last. He was born in Chatham, Columbia county, New York, in 1833, and was



NEBRASKA NATIONAL BANK.

MEDELSSOHN & LAWRIE, ARCHITECTS.

a lawyer by profession. In 1856 he located in Kansas, where he was twice elected Probate Judge of Lykins county, and also served a term in the Legislature of that State. In 1860 he went to Colorado, and in 1863 came to Omaha in company with Neff.

The second legal execution in Omaha was that of Ottway G. Baker, who killed Woolsey D. Higgins for the purpose of robbery. The murder was committed on the night of November 21, 1866, in the grocery store of Will R. King, at the southeast corner of Farnam and Twelfth streets. Higgins was book-keeper, and Baker was porter of the establishment, and they slept together in the store. After banking hours Higgins had received \$1,500 in currency and put it in the safe, the key of which he carried. Baker, who was aware of this

deposit of money, got out of bed, and with an axe instantly killed his sleeping companion by two well-directed blows. Securing the keys of the safe, he easily obtained possession of the money, which he placed in a tin can and then hid it under the sidewalk in the immediate vicinity. Returning to the store he set fire to the building, and when the flames had made considerable headway he fired a shot into his arm in order to support a statement that

[Dr. Victor H. Coffman was born September 10, 1839, near Zanesville, Ohio. At the age of ten years he moved to Piatt county, Illinois, and thence to Indianola, Iowa, in 1854. For four years he attended the University at Mount Pleasant, and in 1858 he decided to enter the medical profession. He accordingly began the study of medicine with Dr. C. W. Davis, at Indianola, and afterwards attended the Chicago Medical College. The civil war being in progress, he entered the service of the Union army as

Assistant Surgeon of the Thirty-fourth Iowa Infantry, August 22nd, 1862, and in 1863 he was promoted to be Surgeon of the regiment. He was Division Surgeon with the late Major General Steel, and also with Major General C. C. Andrews, with whom he was always on the most intimate terms. He was highly appreciated by these superior officers. Dr. Coffman was the chief of the operating staff at Vicksburg, Mobile, and on the celebrated Red River expedition. During the siege of Mobile in 1864, he distinguished himself and was brevetted Lieutenant-Colonel of volunteers, for meritorious services. He served also on the Texas coast with General Ransom and Captain Dickey, by whom he was highly complimented. In Ingersoll's history of the Iowa troops, Dr. Coffman receives marked mention. The historian, reflecting the sentiment of the officers and soldiers, in relating the valuable and gallant services of the Doctor says that "he is one of the

the esteem and confidence of the community, and there is no physician in Omaha who stands higher in the profession. He was one of the organizers of the Omaha Medical College, an institution which has been growing steadily since its opening in 1881. He was elected in 1881 as professor of theory and practice, and has ever since been connected with the college. He is a member of the American Medical Association and also of the Nebraska State Society. In the practice of his profession he has been proverbially kind to the poor. His books show an indebtedness of non-collectible bills of over one hundred thousand dollars during his twenty years' practice in the city of Omaha. Dr. Coffman has an extensive personal knowledge of the various States of the Union, especially as to sanitary conditions, and he unhesitatingly claims that Nebraska is the healthiest region of this country, and that Omaha is the healthiest city on the continent, and that no epidemics prevail here, and that all diseases are here amenable to treatment. Dr. Coffman was married September 10, 1879, in the city of Chicago, to Miss Rose Devoto. They have three children — Weir D., Augusta Marie, and Rose Lyle — and reside in one of the most elegant homes in Omaha, located on St. Mary's avenue and Twenty-seventh street.]



DR. VICTOR H. COFFMAN.

best of surgeons and of men." He was a great favorite with the army during his connection with it. For a brief period following the close of the war he was on duty with the Seventeenth Infantry, U. S. A., as Contract Surgeon, at Houston, Texas. Although having gained valuable surgical experience in the field, he did not feel content with his medical knowledge, and he accordingly went to Philadelphia and there finished his education in Jefferson Medical College, from which he graduated in 1866. Dr. Coffman located in Omaha, April 14, 1867, and soon became one of the leading physicians of Nebraska—a rank which he has ever since held. His practice amounting to \$25,000 during the year 1887, is by no means limited. He is frequently called to distant points to perform difficult surgical operations. He performed the first operation for ovariectomy in Nebraska, since which he has had several successful operations. Dr. Coffman has

he intended to make, to the effect that the store had been burglarized and fired by some unknown party who had shot him. Throwing the pistol away, he ran out and yelled "Fire! murder! thieves!" The fire was extinguished and the butchered body of Higgins found. Suspicion pointed at once to Baker, whose story was not believed. He was arrested, tried and convicted. The attorneys for the prosecution were Hon. G. W. Doane and Hon. John I. Redick. The prisoner was defended by Col. Savage, Ben Sheiks, Mr. Hopkins and Mr. Parks. The Supreme Court overruled the motion for a new trial, and affirmed the sentence

of death. Seeing that there was no longer any hope, Baker made a full confession, not only of this crime but of setting fire to the block of frame buildings, the site of which is now covered by Central Block, on Farnam street. He was hanged February 14, 1868, about a quarter of a mile west of the High School grounds, in the presence of about eight thousand people.

During the year 1856 everybody had plenty of money and times were generally good. Everybody seemed prosperous, and real estate speculation was then, as now, very active. The city



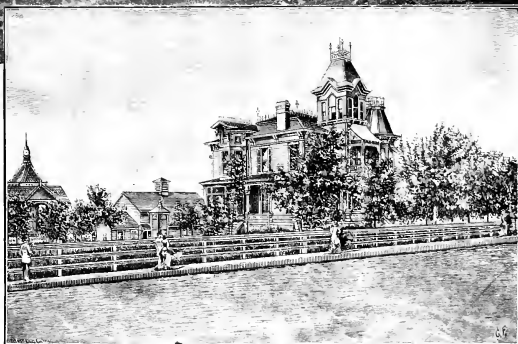
RESIDENCE OF E. COLLETZER.



RESIDENCE OF S. D. MERCER.

grew rapidly during that year, and reached a population of about 1,800. A city charter was granted by the Legislature in February, 1857, and the first election was held on the first Monday in March, 1857, the result being as follows: Jesse Lowe, Mayor; L. R. Tuttle, Recorder; J. A. Miller, City Marshal; Charles Grant, City Solicitor; Lyman

Richardson, Assessor; A. S. Morgan, City Engineer; A. Chappel, Health Officer; A. D. Jones, T. G. Goodwill, G. C. Bovey, H. H. Visscher, Thomas Davis, William N. Byers, William W. Wyman, Thomas O'Connor, C. H. Downs, J. H. Kellone, and James Creighton, Councilmen,

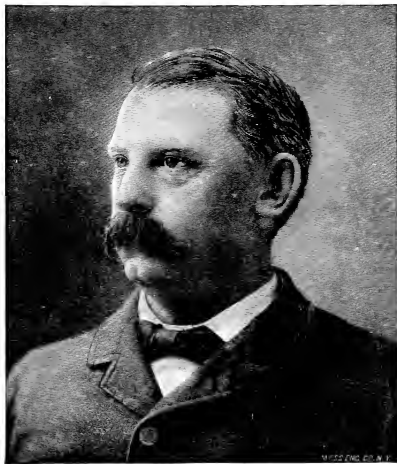


RESIDENCE OF DR. V. H. COFFMAN.

The council met and organized on the 5th of March. The first ordinance passed was to prevent swine from running at large. In May, 1857, an ordinance was passed dividing the city into three wards.

The panic of 1857 is a subject upon which the old settlers dwell with considerable interest, as not one of them escaped the disastrous effects of that memorable collapse. There was a great inflation of the currency at the time, and prosperity continued through-

[Mr. J. J. Dickey, general superintendent of the Western Union Telegraph Company for the district west of the Missouri river with headquarters in Omaha, has been a resident of this city since 1869. He is the son of the late Judge T. Lyle Dickey, of Illinois, and was born at Rushville in that State, April 11, 1839. At the early age of sixteen, having made rapid progress in his studies, he became a school teacher in Missouri. He taught for one winter in that State, and the next winter he conducted a school in Iowa. In 1857 he attended Bell's Commercial College in Chicago, and for the next three years he earned a livelihood as a book keeper. This time he learned the art of telegraphy in the private office of Judge John D. Caton, in Ottawa, Illinois, becoming quite proficient in a very short period. For five years he was employed as general book-keeper for the Illinois & Mississippi Telegraph Company at Ottawa. When the lines of this company were leased to the Western Union, Mr. Dickey was transferred to the office of the general superintendent of the latter company at Chicago as chief clerk. In August, 1869, he was promoted to the position of superintendent of the Union Pacific lines at Omaha. He also became superintendent of the Western Union in 1881. During the summer of 1887 Mr. Dickey's connection with the Union Pacific telegraphic service was severed in order that he might devote his undivided



J. J. DICKEY.

tate to take advantage of the offer. He organized a company with some considerable difficulty, as his railroad friends, whom he solicited for subscriptions, were slow to believe that they were not throwing away their money. However, he finally succeeded, and as soon as possible put in operation a telephone exchange in this city. Omaha was among the very first cities to make use of this great public convenience. Mr. Dickey and his associates extended the system throughout the West, and now own all the exchanges in Nebraska, Utah, Wyoming, Idaho and Montana. Mr. Dickey makes Omaha his home, and is ranked among the most respected citizens.]

attention to the affairs of the Western Union, and he was accordingly made the general western superintendent of that company with a more extended jurisdiction. His territory now includes Nebraska, Kansas, Colorado, Wyoming, Utah, Idaho, Montana, Arizona, New Mexico, and part of Iowa, Missouri, California and Oregon. Mr. Dickey's efficiency in the telegraphic service has been long demonstrated, and his faithful work has been appreciated. When the telephone was introduced to the public in 1876, there were very few persons who believed in its practicability. The public looked upon it more as a toy than as an instrument of great practical use in everyday business life. Mr. Dickey, however, was not one of the doubters. He saw at once that it was one of the greatest inventions of the age, and when an opportunity was afforded him of investing in it he did not hesitate.

out the early part of 1857; but the Ohio Trust Company's failure late in the summer started a panic, and then ensued a long period of depression. Banks all over the country rapidly suspended one after the other. Most of the financial institutions in the West in those days were of a "wild cat" character, and Nebraska had its share of them. The most extensive banking institution in Nebraska at that time was the Western Exchange Fire and Marine Insurance Company. Leroy Tuttle was the cashier, and A. U. Wyman was the teller. Each of these gentlemen afterwards filled the high and responsible position of treasurer of the United States, and Mr. Wyman is now vice-president of the Omaha National Bank. The Western Exchange Fire and Marine Insurance Company's bank failed in October, 1857, and within a few months thereafter every bank in Nebraska, with the

exception of two or three, closed its doors. The Bank of Dakota, operated by Augustus Kountze, was one of the very few financial institutions that weathered the storm. It redeemed its entire circulation at par. The city of Omaha issued, during this year, \$100,000 in city scrip for the completion of the Capitol Building. This scrip, which passed current when first issued, gradually depreciated until it became almost worthless. It was never



THE "BEE" BUILDING

redeemed except in the payment of taxes, for which some of it was used. This of course added to the general depression in Omaha, which continued throughout 1858. Men who but a short time before were in prosperous circumstances, found themselves financially embarrassed, business came to a standstill, real estate declined to nominal figures, and a despondent feeling everywhere prevailed. The population of Omaha decreased during the years 1858-59, and it was not until about 1861 that the city resumed its growth in any noticeable degree. The Colorado gold discoveries contributed much to Omaha's benefit, as a large portion of

the travel passed through this city, making it for a time a lively outfitting and merchandising point. This travel kept up until 1864, and the merchants did a rushing business.

Omaha and vicinity had several Indian scares during the early days. One of these was what was called "the Pawnee War," in the summer of 1859. Messengers brought the news to Omaha on July 1st that the settlements along the Elkhorn were being raided by Pawnee

[Hon. Joseph H. Millard was born in 1836 in Hamilton, Canada, his parents having moved there from New Jersey. When fourteen years of age he moved to Iowa, and there spent some years on a farm. In the fall of 1856, when he was twenty years of age, he came to Omaha and engaged in the real estate business. He opened an office in a small building near the corner of Farnam and Tenth streets. His principal business was the locating and entering of wild lands for various parties.

When the real estate firm of Barrows, Millard & Co. was formed he became a partner, and soon after the organization of the company they started a bank in the Western Exchange building, at the southwest corner of Farnam and Twelfth streets. This building, which was one of the pioneer landmarks of Omaha, was recently torn down to make room for a more stately structure. The late S. S. Caldwell was associated with them in the banking business. When the gold mines were discovered in Montana in the spring of 1864, Mr. Millard went to that territory and carried on a banking business at Virginia City and Helena for over two years. Returning to Omaha in the fall of 1866, he became associated with the Omaha National Bank on January 1st, 1867, the organization of this bank having been effected in July, 1866. Mr. Millard has been connected with this bank since that time, and is very popular among its patrons as well as among the public generally. Mr. Millard was married in 1861 to Miss Carrie G. Barrows, of Davenport, Iowa. They have two children—W. B. Millard and Miss Jessie H. Millard.]



HON. JOSEPH H. MILLARD.

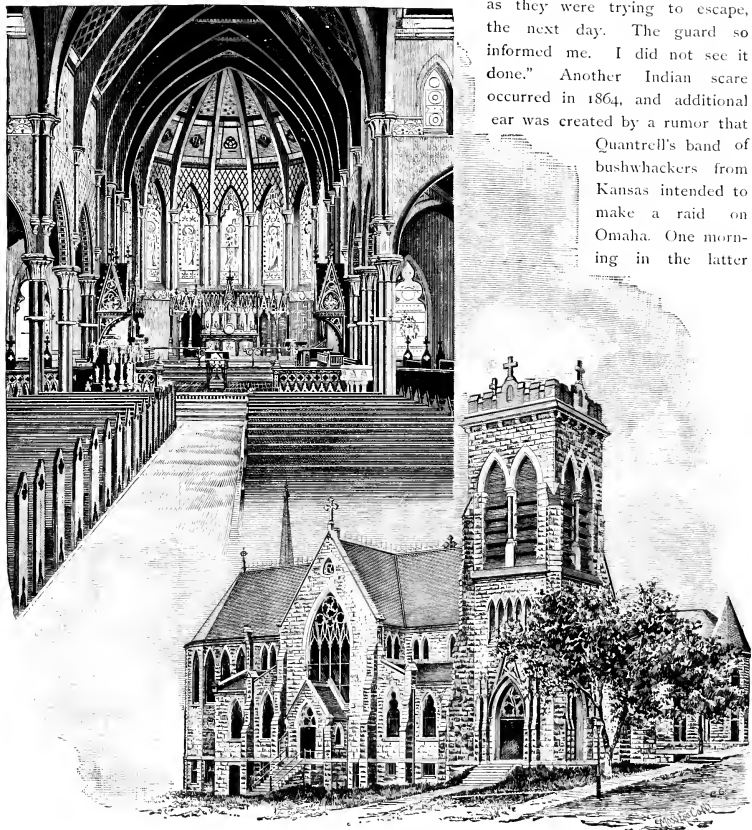
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Indians, and immediate assistance was needed to repel them. It was reported that the Indians numbered between 700 and 800 warriors. Hon. John M. Thayer, who was Major General of the Nebraska Militia, at once started for the front with the Light Artillery company, of Omaha, under the command of Captain James H. Ford. Upon reaching Fontenelle, General Thayer found the reports concerning the depredations were true, and that the settlements for fifty miles had been broken up. He sent a report to that effect to Governor Black, and stated that vigorous measures would have to be immediately taken. Governor Black thereupon organized quite a strong force, and joined General Thayer on July 8th. The command consisted of the Omaha Light Artillery, the First Dragoons, the Second Dragoons, the Fontenelle Mounted Rifles, the Columbus Infantry, and the Columbus Guards, numbering altogether about 200 men, well armed and equipped. The "war" lasted only a few days. The Indians were overhauled and brought to terms. In his report General Thayer thus sums up the campaign: "The troops came upon the Indians and the Indians surrendered. The line was formed, the cannon was planted, and the chiefs of all the

different bands came forward, throwing down their arms and raising white flags. The interpreter was directed to communicate with them, and they asked to have a council. They acknowledged that their young men had committed these depredations, and offered to give them up, and did bring forward six, who were delivered up. Two of them were shot

as they were trying to escape, the next day. The guard so informed me. I did not see it done." Another Indian scare occurred in 1864, and additional

ear was created by a rumor that Quantrell's band of bushwhackers from Kansas intended to make a raid on Omaha. One morning in the latter



TRINITY CATHEDRAL.

part of August, settlers in the vicinity of Elkhorn became frightened at the appearance of Indians, and they flocked into Omaha. Great excitement ensued. Business was suspended, and a strong guard was at once organized to protect the city. This guard was maintained for two weeks. Owing to the depredations of Indians along the overland stage and mail route in the western part of the territory, Governor Alvin Saunders made a call for

militia. Two regiments of mounted infantry, each composed of six companies of sixty-four men, were called for—one north of the Platte and the other south of the Platte—the term of service being four months. Under this call seven companies were raised, among them being the following at Omaha: Company A—R. T. Beall, captain; George C. Yates, first lieutenant; J. H. Barlow, second lieutenant. Company B—John Taffe, captain; Edwin

[Charles W. Hamilton, president of the United States National bank, was born January 1st, 1831, in Chenango county, New York. Until he was about eighteen years of age he attended the public schools during the winters, and during his vacations he was employed in various kinds of work on the farm. He arrived in Omaha in May, 1856. For two or three years he was engaged in the mercantile business. In the spring of 1862 Mr. Hamilton entered the service of Barrows, Millard & Co., bankers, as book-keeper, and in 1865 he became a member of the firm, the name then being changed to Millard, Caldwell & Co. In 1868 the firm name was again changed, this time to Caldwell, Hamilton & Co. This old established private banking firm which was organized in 1856, was reorganized in 1883 as the United States National Bank with a capital of \$100,000, and with Mr. Hamilton as president. The capital was increased in 1886 to \$250,000. This bank under its various firm names has been located at the southwest corner of Farnam and Twelfth streets since the spring of 1858, occupying until the spring of 1887 the historic two-story old fashioned brick structure known as the Western Exchange building. It was erected during the fall of 1855 and the spring of 1856, and was the first brick building in Omaha. It was built by three or four gentlemen connected with the Nebraska



CHARLES W. HAMILTON.

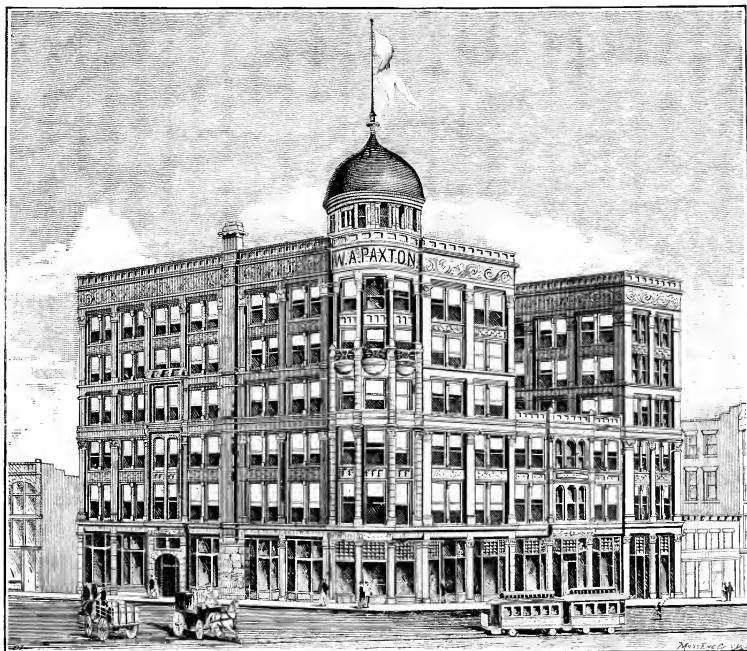
and was erected by the heirs of the Caldwell estate as a memorial of the late Hon. S. S. Caldwell, who was for many years a member of the firm of Caldwell, Hamilton & Co. The design of the building is in accordance with the ideas of Mr. Caldwell, who before his death had determined to erect for the bank such a structure as its permanent home. Mr. Hamilton, president of the bank, is a safe, conservative business man, and has the confidence of the entire community in which he has resided during the greater part of his life. He was married in 1858 to Miss Fannie Murphy of this city. They have six children. The oldest son, C. Will Hamilton, is assistant cashier in the United States National Bank. Frank Hamilton, the second son, is paying teller in the Merchants National. Millard Caldwell Hamilton, the third son, is student at Cornell University and will graduate in 1888. The two daughters, Stella and May, are attending school, and Frederick, the youngest son, is at home.]

and Iowa Ferry Company, and it was immediately occupied upon completion by the Western Fire and Marine Insurance Company, which did a general banking business. When this company failed in the famous panic of 1857, and vacated the building, it was succeeded in that location by Barrows, Millard & Co. This old landmark of pioneer days was torn down in the spring of 1887, and during the summer one of the handsomest bank buildings in the West was erected upon its site. The new building has a high basement, with a superstructure of five stories. It is constructed of Ohio blue stone, is fire proof, and is equipped throughout with all modern conveniences. In architectural design it presents a beautiful and imposing appearance, and is one of the most notable buildings in Omaha. It has a frontage of 66 feet on Farnam street and 132 feet on Twelfth street. This building cost \$130,000,

Patrick, first lieutenant; Abraham Deyo, second lieutenant. Company C—Charles S. Goodrich, captain; Martin Dunham, first lieutenant; David T. Mount, second lieutenant. Company D—Jesse Lowe, captain; E. Estabrook, first lieutenant; O. B. Selden, second lieutenant. A gun squad was also organized, and officered by E. P. Childs, captain, and A. J. Simpson, first lieutenant. Captain Taffe's company made quite an extended scout up the Elkhorn river, but found no hostile Indians. This result quieted the fears of the settlers who had fled into Omaha, and thereupon they all returned to their homes. The other companies performed the duties of home guard in Omaha. A company of volunteer cavalry under Captain John R. Porter made a scout as far west as Plum Creek, near which point they had a skirmish with a party of Pawnees, killing fourteen of them and taking three prisoners. This company also

did valuable service in escorting supply trains from Julesburg to Fort Kearney. Captain E. P. Childs raised a company of artillery and went to Fort Kearney, where he did duty for some little time.

Omaha was well represented in the Union army during the war of the rebellion. The First Nebraska regiment was officered by John M. Thayer, of Omaha, colonel; H. P. Downs, Nebraska City, lieutenant-colonel; William McCord, Plattsmouth, major; Silas A. Strickland, Bellevue, adjutant; Enos Lowe, Omaha, surgeon; William McClelland, Omaha,



PAXTON BUILDING.

MENDELSSOHN & LAWRIE ARCHTISTS.

assistant-surgeon; T. W. Tipton, Brownville, enaplain; George Spencer, sutler. Captains—Company A, R. R. Livingston, Plattsmouth; Company B, William Baumer, Omaha; Company C, J. D. N. Thompson; Company D, Allen Blacker; Company E, William G. Hollins, Omaha; Company F, Thomas M. Bowen; Company G, John McConihe; Company H, George T. Kennedy; Company I, Jacob Butler; Company K, Joseph W. Paddock, Omaha.

The first battalion of the Second regiment of Nebraska Volunteers (cavalry) was mustered in at Omaha, November 1, 1862, for nine months' service. George Armstrong, of Omaha, was commissioned as major, and directed the organization of the regiment until ten companies were mustered in. In February, 1863, the regiment was completed with the full

twelve companies, and the following officers: R. W. Furnas, Brownville, colonel; W. F. Sapp, Omaha, lieutenant-colonel; John Taffe, Dakota City, and John W. Pearman, Nebraska City, majors; Dr. Aurelius Bowen, Nebraska City, and Dr. W. S. Latta, Plattsmouth, surgeons; H. M. Atkinson, Brownville, adjutant. The nine months' service of this regiment expired in September, 1863, and thereupon George Armstrong raised the First Battalion of Nebraska

[Oscar F. Davis, now deceased, was among the earlier settlers of Omaha, and was one of those men of strong, high character who left an enduring impress upon the community. Mr. Davis was born in Onondaga county, New York, near the village of Baldwinsville, on the 3d of March, 1827. On growing to manhood he devoted himself to the study of surveying and civil engineering. When he was 23 years of age he sought a broader field and came West, locating at Dubuque, Iowa, then considered an extreme western settlement. For six years Mr. Davis made that city his home though not always there, being engaged in government surveys over the vast section of what was then new country and is now comprised in the States of Wisconsin, Minnesota, Iowa and Nebraska. Mr. Davis came to Omaha May 26, 1856, when the village numbered but a few hundred souls, and located here in the surveying and civil engineering business. He was city engineer two terms. In 1867 when the Union Pacific Railroad was nearing completion and its vast grants of land were becoming an important charge, Mr. Davis was entrusted with their management and was so successful that the following year he was appointed land commissioner for the corporation, which position he filled for a period of twelve years. It was during this time that Mr. Davis became best known to the people of the West. Brought into close relations him. He was a quiet, conservative gentleman, thoroughly loyal to Omaha and firm in his faith in the city's future. His demise was generally deplored. His relict was previous to her marriage with him in Omaha April 22, 1863, Miss Sarah F. Dickinson of Syracuse, New York.]



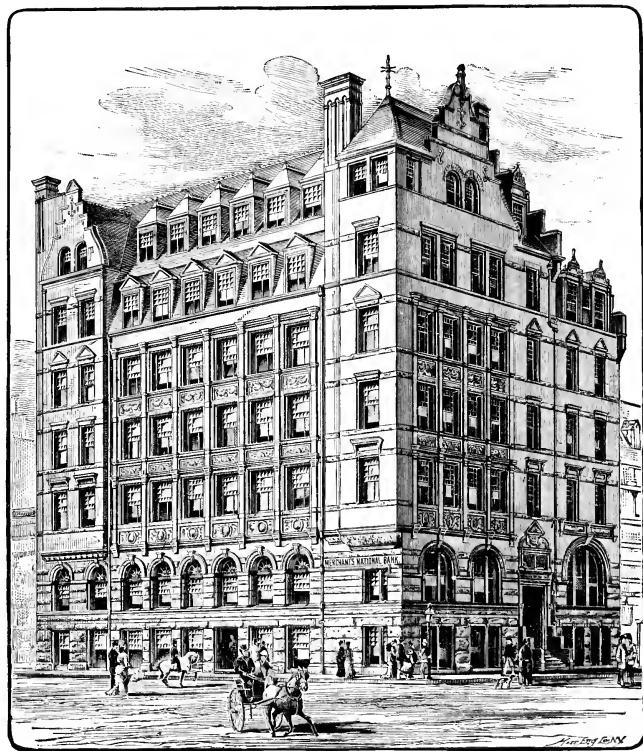
THE LATE OSCAR F. DAVIS.

with the vast tide of immigration which surged into the West on the completion of the Union Pacific road and the opening up to settlement of the rich lands it traverses, Mr. Davis gave most valuable service not only to the corporation employing him but also to every new settler who had dealings with him, and their name was legion. In 1878 Mr. Davis' health began to be impaired from over application to his duties and he resigned. He established a real estate business in the city in which he continued up to the time of his death, which occurred June 4, 1887. In recounting thus briefly Mr. Davis' career, omission must not be made of mention of his services as a member of the territorial Legislature, and also as provost marshal at Omaha for two years during the war of the rebellion. Mr. Davis was a conscientious Christian gentleman, honorable in all his dealings and respected by all who knew

Veteran Cavalry, and was commissioned as major commanding. This battalion was afterwards consolidated with the Nebraska First, which had returned from the South. The consolidated organization was known as the First Regiment of Nebraska Veteran Cavalry.

A battalion called Curtis' Horse, consisting of four companies, was also organized, being principally recruited in Omaha. This battalion was consolidated with the Fifth Iowa cavalry, the officers being: W. W. Lowe, Omaha, colonel; M. T. Patrick, Omaha, lieutenant-colonel; W. B. McGeorge, adjutant; Enos Lowe, Omaha, surgeon; B. T. Wise, assistant surgeon; Jerome Spellman, chaplain. Company A was commanded by Captain J. J. Lowe, Omaha; Company B by Captain John T. Croft, Omaha; Company C by Captain Morris Young; Company D by Captain Harlan Beard. All these companies were mustered in at Omaha by Lieutenant J. N. H. Patrick. Omaha has always been an important military point. Fort Omaha, where a large number of troops are stationed, was established in 1868 under the name of Sherman barracks. Omaha has for many years been the headquarters and supply depot of the Department of the Platte.

It has already been stated, in this brief sketch of Omaha in the early days, that the first preacher was Rev. Peter Cooper, a Methodist clergyman, who came over from Council Bluffs to spread the Gospel among the pioneers. The next minister was Rev. Isaac F. Collins, also a Methodist. Next came Rev. William Leach, a Baptist. In September of the same year, 1855, Rev. Reuben Gaylord, a Congregationalist, visited Omaha, and in December he brought his family here and permanently located. The first Congregational church building



* MERCHANTS NATIONAL BANK.

erected in Omaha was a small brick structure. It is still standing, and forms a part of the large frame building now occupied as the city hall, at the northwest corner of Farnam and Sixteenth streets. The little church is attached to the rear of this building, at the northwest corner, and cannot be seen from the street. At the farewell services held in this church in 1867, preparatory to occupying other quarters, Rev. Mr. Gaylord delivered a sermon in which he gave his reminiscences covering the fourteen years he had been in Omaha. The published

report of his sermon says: "He commenced preaching in the council chamber, in the old State House, in December, 1855. There was no church organization except a Methodist class of not more than six members. On the 4th of May, 1856, he organized the first Congregational church in Nebraska with nine members, and steps were taken to build a church. The Methodists were then erecting a church on Thirteenth street. By the 26th of October

[Lyman Richardson during the trying days of Omaha's life was one of its sturdy, strongest citizens. Not an aggressive man, nor one of those who keep themselves to the front, he was yet in line with all progressive movements, a clear-headed, broad-minded man. His career in Omaha dates from the days of manhood, and in the thirty years or more clapsing he has been one of the city's best men. Mr. Richardson was born in Michigan in 1834. After his course in the common schools he entered the State University at Ann Arbor, graduating therefrom with honors in 1854 while yet but twenty years of age. About this time Mr. Richardson's father came West to Omaha and hither he was followed by his family early in January, 1855. He entered the law office of Judge Geo. B. Lake, and in 1858 was admitted to the bar. The practice of his profession did not possess any allurements for him, and on the breaking out of the war Mr. Richardson was among the earliest to respond to President Lincoln's first call upon Nebraska for troops. He enlisted in the First Nebraska Infantry in July, 1862, and was chosen second lieutenant. Two months later he was promoted to a captaincy for his soldierly qualities, serving in that capacity with his regiment until the mustering out at the close of the war. For two or three years after the termination of the rebellion he lived in Little Rock, Arkansas, engaging in general land speculation. In 1868 he returned to Omaha and with Dr. Geo. L. Miller purchased the Omaha Herald, the partnership in the publication of that paper continuing until its sale to John A. McShane in March, 1887. During his nearly twenty years connection with the Herald, Mr. Richardson was recognized as a strong factor in Omaha's growth and prosperity. Quiet and retiring by nature and of conservative character, his judgment was always sound and his voice always for the right. No citizen of Omaha enjoyed a greater share of the respect and confidence of his fellow men than did Mr. Richardson, and had he been of an ambitious turn of mind might have commanded the distinction of office at any time. But on the contrary, he loved best his private citizenship and the quiet enjoyment of his domestic happiness. He possesses a studious mind, enjoys the best literature, and is an authority upon matters of fact in history, literature and the current topics of the day. Since the sale of the Herald he has been enjoying life, being possessed of a competence and of almost every requirement to afford a man of his disposition content with the world.]

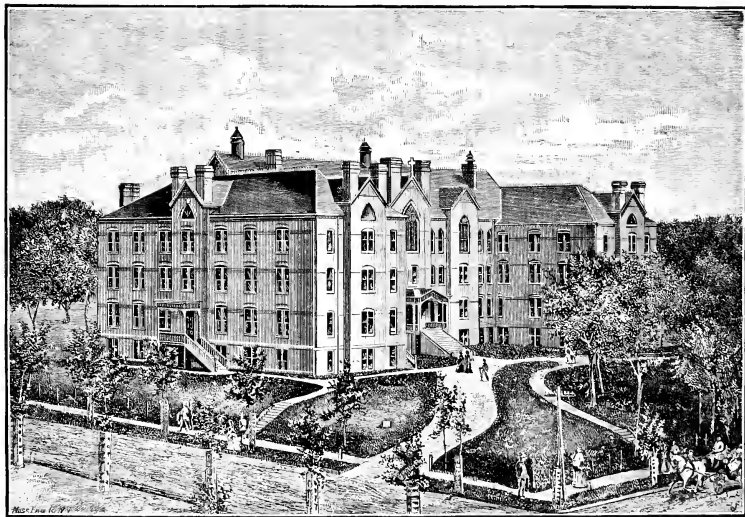


LYMAN RICHARDSON.

the Congregational church was far enough advanced for services to be held in the basement. On the 9th of August, the building having been completed, the dedication sermon was preached. The Episcopal church was the next organized, in the old State House, in 1856. An Old School Presbyterian church was formed in June, 1857, with Rev. Mr. Bergen as minister; and a New School Presbyterian church was organized in 1860." Rev. Mr. Gaylord, who died a few years ago, continued as the pastor of the Congregational church until 1864. He was succeeded by Rev. Mr. Stowell, who was followed by Rev. W. W. Rose, and Rev. E. S. Palmer. Rev. Mr. Sherrill has been the pastor of the First Congregational church since 1870. The first church edifice that was completed in Omaha was built by the Roman Catholics. It was a brick structure, on Eighth street, between Harney and Howard, and was standing until a few years ago, when it was torn down to make room for the B. & M. freight depot. The Catholic Cathedral on Ninth street was built about the year 1866. The Methodists built the second church in Omaha, in 1856, on a lot

donated by the ferry company, on Thirteenth street, between Farnam and Douglas, the site now being covered by the Omaha National Bank. The Episcopal congregation of Trinity church was organized by Rev. G. W. Watson in 1856, and in 1859 a small brick church was built on the southwest corner of Farnam and Ninth streets, on ground leased for ten years. The building ever since 1869 has been used as a beer-hall under the name of the Tivoli.

Very few of the old landmarks remain to mark the pioneer period. The steady march of improvement has swept them out of sight and replaced them with stately structures of modern design. When the United States Bank tore down its old building at the southwest corner of Farnam and Twelfth streets, in the spring of 1887 and erected on the site a five-story structure,



BROWNELL HALL.

[Brownell Hall, a seminary for young ladies, is incorporated under a board of fifteen trustees, of which the bishop of Nebraska is ex-officio president. The school was opened in the northern part of the city, but was removed to the corner of Sixteenth and Jones streets in 1867, where buildings were erected and occupied for twenty years, the school steadily growing in public confidence and increasing in usefulness under the rectorship and management, for the last twelve years, of the Rev. Robert Doherty, S. T. D. The progress of the school, as well as the city, at length demanded a more suitable location and enlarged accommodations, and a beautiful site was chosen on South Tenth street, in a natural grove of fine forest trees, the gift of Mr. H. Kountze, and the new Hall was begun in 1886, and occupied in January, 1887. The building is plain, but of imposing appearance, owing to its size; it is composed of two wings connected by a central building, somewhat after the ground plan of the Capitol at Washington, each of these structures being 100x40 feet, with three stories, an elevated, basement sub-basement and attic. This great building is lighted, heated, finished and furnished according to the latest and most approved plans for educational institutions of this character. It has bath rooms, with hot and cold water, on each floor; electric bells, gongs and speaking tubes connect the most distant parts of the building; three huge boilers furnish steam, which gives to every room in the building a genial warmth in the coldest weather; all rooms are perfectly ventilated, and the furniture and finishing throughout are of the most beautiful varieties of our native woods, oiled, polished or varnished. In addition to the spacious recitation rooms, there is a recreation room, an oratory and gymnasium, furnishing ample opportunities for needed and healthful exercise. Altogether it is a thoroughly appointed school and elegant Christian home, and with its enlarged facilities its usefulness is practically without limit as a training school for young ladies in the West, while its success reflects great credit upon its projectors and steadfast friends, its manager and teachers, the city of Omaha and State of Nebraska.]

it destroyed the pioneer brick building of Omaha. This historic house was built in 1855-56 by several members of the old Nebraska Ferry Company. The frame residence now standing on the southwest corner of Dodge and Eighteenth streets was built by Secretary Cuming in 1856. General Lowe's brick dwelling, at the southwest corner of Harney and Sixteenth streets, was erected by the late Dr. Lowe in 1857. Governor John M. Thayer built the brick house at the

[Elezzer Wakeley was born in Homer, Cortlandt county, New York, in 1822. His parents were natives of Connecticut, possessing in a marked degree the intelligence and virtues of New England people. He migrated with his parents to Erie county in the same State and in 1836 removed with them to Elyria, a pretty town in Northern Ohio. There under the tuition of Prof. John P. Cowles, a distinguished scholar and linguist, he completed his education. He took a three years reading of the law and was admitted to the bar in 1844. In the fall of the following year his inclination led him to follow the course of civilization and he came West. Locating at Whitewater, in Southern Wisconsin, he practiced his profession in the Circuit and Supreme Courts until 1857. In the meantime Mr. Wakeley was elected a representative to the Territorial Legislature in 1847, and was State Senator from Walworth county from 1851 to 1855. He took a prominent part in the work of the Legislature, and among his colleagues were men then and afterwards distinguished in the State. In January, 1857, without solicitation he was offered and accepted the appointment by President Franklin Pierce as Associate Justice of the Supreme Court of Nebraska, and was assigned to the third district, comprising Washington and organized counties north of it to the line, and all the unorganized territory to the west



JUDGE ELEAZER WAKELEY.

Governor Dawes, and the same autumn was elected unanimously on the ticket with Judge Neville for four years. At the recent election as a candidate on the non-partisan ticket he received 4,700 majority. As a judicial officer, Judge Wakeley has no superior. He is regarded as a leader in his profession and as especially fitted for the position of magistrate. His profound erudition, legal acumen, deep learning, fair and impartial tone of mind and clear intuition of right and wrong have served him so well on the bench that he is universally spoken of as the "Just Judge." His private life is of the most exemplary character. Of unblemished integrity and strict morality, his career has been such as to commend it to all young men as an example. Judge Wakeley's domestic life has been a happy one. He was married in 1854 to Miss Sabina S. Comstock at Whitewater, Wisconsin, and the union has resulted in six children, four young men grown to manhood and two daughters. He is largely of a domestic nature. The bent of his mind has been more professional than political. He has always resided where his party has been in the minority, and although a Democrat is not an aggressive nor an intolerant one.]

northeast corner of Davenport and Sixteenth streets, in 1857, and T. G. Goodwill erected the brick house just east of it during the same year. Major George Armstrong built the brick house on the north side of Dodge street, between Fourteenth and Fifteenth, in 1857, and the next year he erected the brick dwelling on the south side of Dodge, between Sixteenth and Seventeenth streets, which was for many years and until quite recently owned and occupied by Mr. Aaron Cahn. The brick house on the north side of Dodge, between Fifteenth and Sixteenth streets, the property of the estate of James G. Chapman, was built in 1856. The Herndon House, which now forms the greater portion of the reconstructed Union Pacific headquarters building, was erected in 1857 by George Bridge, Dr. George L. Miller and Lyman

and north of this, comprising an area of about 350,000 square miles. Judge Wakeley resided in Washington county and in Omaha during his term, being re-appointed by President Buchanan. A few months after President Lincoln's inauguration he returned to Wisconsin, resuming the law at Madison where he built up a highly successful practice. In 1863 he ran for Attorney-General on the Democratic State ticket, and in 1866-67 represented the capitol district in the Legislature. Judge Wakeley became so impressed with Omaha during his stay here that he returned and took up his permanent residence in this city in 1867. Abstaining from politics he engaged in an active and laborious practice of his profession until 1883. He served in the Constitutional Convention of 1871. In 1883 at the urgent and unanimous request of the bar of Douglas county he was appointed one of the District Judges by

Richardson. It was opened in elegant style by M. W. Keith, and was in those days the finest and largest hotel west of Chicago. It proved too great an enterprise for Omaha, however,

[The Millard Hotel is a model of comfort and elegance, the result of the combined skill and judgment of its proprietors, Messrs. Markel & Swobe. It occupies the full half square at the corner of Thirteenth and Douglas streets and is a fine five story building, with an attractive frontage on both streets of pressed brick and stone. It is one of the features of Omaha, and no place in the city offers a better starting point for tourists and visitors than the Millard. When the Grand Central Hotel was burned, Omaha was left without a first class hotel at the very time when one was most needed. The want did not remain long unfulfilled, for a syndicate of enterprising capitalists was soon formed to build the Millard. This syndicate was formed of Messrs. J. E. Markel, Thomas Swobe, Samuel Shears, J. H. Millard and George Giacomini. They purchased the ground and commenced excavations in May, 1881. The



MILLARD HOTEL.

house was named the Millard in honor of one of the owners and the highly esteemed and influential family of that name. It was opened to the public in July, 1882, when but four stories were finished, the house containing but 130 rooms at the time. Within sixty days the story was added, and up to the present time two further additions have been made, one of twenty-two feet on the east and another containing forty additional rooms to the rear. The house now contains over two hundred rooms fitted with the finest furniture of any hotel in the State. The two capacious public parlors are luxurious in their elegance and some of the choicest rooms are furnished with a lavish disregard of expense. The Millard, in every department, is admirably appointed and possesses all the modern improvements and conveniences that serve to make hotel life pleasant. There is absolutely no danger from fire. It is not only equipped with Benner's patent stand pipes and fire escapes, but has six fire walls running through and through the building. The kitchens and boiler rooms have been made absolutely fire-proof and the balance of the house is heated by steam. A full force of night employes are trained for an emergency and the danger from the most dreaded of all calamities — hotel fires — is reduced to the very minimum. The house has one of the coziest office lobbies in the world and this, with down floor arrangements for the comfort of male guests, makes the Millard the strong favorite it is with the traveling public. The improvements that were made last summer comprised, among other items, one of \$10,000 for plumbing, and the house has now the most approved and complete lavatory and sanitary arrangement in the West. Every particle of water used is filtered and purified, a genuine blessing to one familiar with the consistency of Missouri river mud at certain seasons of the year. The Millard is a favorite with local societies and political committees and has long been the headquarters of the Republican State Central Committee. Special quarters are provided by the management for the accommodation of committees, a room being reserved for such gatherings and fitted up solely for that purpose. The present owners, Messrs Markel & Swobe, have been identified with the Millard from the first. Mr. Giacomini first disposed of his share to the remaining four; then Shears, Markel and Swobe purchased Mr. Millard's interest, and in 1886 Mr. Shears disposed of his stock to the two remaining partners. These gentlemen have the most extensive hotel experience and business in the West, having also, as the Pacific Hotel Company, control of eighteen hotels on the line of the Union Pacific Railway, the excellence of which anyone who has traveled over that road can testify. The Millard is under the direct management of Frank McDonald, a gentleman of the highest social qualities and deservedly popular with the guests. A. B. Davenport has held the position of head clerk since the house opened, a most gratifying testimonial of the regard and confidence of the public and his employers. The same can be said of Mr. C. C. Hulett, the cashier, who has occupied the position ever since five months after the hotel was opened. J. E. Strong is key clerk and Frank Watson does the honors to the belated traveler and night guests. The culinary department is under the management of O. N. Davenport, a steward who has made the Millard famous throughout the West.]

and it brought financial disaster to all who were connected with it. After passing through various hands it came into the possession of Dr. Gilbert C. Monell, who rented it to the Union Pacific in 1870, for its general offices, which had occupied the old State House on Ninth street, just opposite. In 1875 the Union Pacific purchased the property for \$42,000, and the building has from time to time been reconstructed, enlarged and otherwise improved.

[John C. Cowin was born in Warrensville, Ohio, on the 11th day of January, 1846. At an early age his father, a farmer of very limited means, died, and he was brought to face the world for himself in the encounter for daily existence. His first employment was upon a farm, the meagre income from which was set aside for the procurement of a better education than was afforded in the neighboring district school. He entered Hiram Electric Institute, of which James A. Garfield, afterwards the Chief Magistrate

of the nation, was president, and was the recipient of many kindnesses at his hands in the struggle for an education on limited means. On the breaking out of the war Mr. Cowin enlisted as a private in the Twenty-third Ohio Infantry, and participated in numerous engagements, among the more notable being those of Carnifax Ferry, the second battle of Bull Run, South Mountain and Antietam. When the war had terminated he had risen to a captaincy. He returned to Ohio, taking a law course in the Ohio State and Union Law College, at Cleveland, Ohio, at the same time entering the law office of Backus & Estep. On graduating and receiving his diploma, in the spring of 1867, he moved West, reaching Omaha in April of that year, and here he has since remained. He was elected to the office of District Attorney in the fall of 1868. Two years later he was re-elected. It said

hundreds of thousands of dollars. The case was taken to the Supreme Court at Washington, and decided in Mr. Cowin's favor, a triumph of which he is still justly proud. In the campaign of 1882 Mr. Cowin was again brought forward by his hosts of admiring friends as a Republican candidate for United States Senator. When the Legislature was convened and balloting for Senator began, an intense strife developed. Mr. Cowin led all other candidates in the party caucus, and during two weeks of balloting was within one or two votes of the requisite number, but as is usual in such intense strife, a combination was made against the strongest candidate, which resulted in a compromise, and General Manderson was chosen. Mr. Cowin has been remarkably successful in his profession, ranking among the very foremost members of the bar of Nebraska. He is of a genial, kindly nature, a man of fine intellectual attainments, great oratorical powers and distinguished presence. He commands the respect and confidence of the people in a marked degree, and should ambition move him to it, may yet enjoy high political distinction. Mr. Cowin was married in 1870 to Ella L. Benton, of Cleveland, and enjoys the domestic bliss of a charming family.]



HON. JOHN C. COWIN.

of his official service that he was the most effective Prosecuting Attorney the district ever had, being a terror to criminals and offenders against the law. On retiring from the Prosecutor's office Mr. Cowin's friends brought him forward in 1876 as a candidate for the Republican nomination for Congress, Nebraska at that time having but one member in the national House of Representatives. After a vigorous canvass, in which the then dominant railroad power was pitted against him, Mr. Cowin was barely defeated in his party convention. He had incurred the hostility of the railroads because of his vigorous and successful conduct of a suit against the Union Pacific Railroad, to which the Treasurer of Douglas and other counties were parties, the point at issue being the taxability by the State and municipalities of the lands granted by the Government, and which involved many

The pioneers of Omaha formed "The Old Settlers Association," in January, 1866. It was composed entirely of citizens who had located here prior to the year 1858. The officers were: Dr. Enos Lowe, president; Dr. George L. Miller, vice-president, and A. D. Jones,

secretary. A re-union of "Old Settlers" was held at the Herndon House on the evening of January 1, 1867. The honorary managers were: Dr. Enos Lowe, Hon. A. S. Paddock, Hon. A. J. Poppleton, Colonel Lewis Merrill, Jesse H. Lacey, Francis Smith, Hadley D. Johnson, Hon. John I. Redick, Major-General Philip St. George Cook, Brigadier-General Myers, Jas. M. Woolworth, James Megeath, Thomas Davis, Dr. Gilbert C. Monell, Major J. W. Paddock, and Augustus Kountze. The floor managers were: J. F. Coffman, George Wallace, Reuben Wood, A. S. Patrick, and George M. Lloyd. The "Old Settlers' Association," however, had only a brief existence, expiring some time in 1868. The following is an incomplete list of well-known old settlers, with the dates upon which they first stepped upon Nebraska soil, those marked thus [*] having died:



RESIDENCE OF ELMER D. FRANK.

William D. Brown,* June 3, 1850; Enos Lowe,* June 25, 1853; H. D. Johnson, October, 1853; A. D. Jones, November, 1853; C. H. Downs, April 23, 1854; Addison R. Gilmore,* May 24,

1854; William P. Snowden, July 11, 1854; O. B. Selden,* September 23, 1854; J. W. Paddock, September 24, 1854; William Gray, September, 1854; O. D. Richardson, September, 1854; John Withnell, October, 1854; S. E. Rogers, October, 1854; A. J. Poppleton, October 13, 1854; Loren Miller, October 19, 1854; George L. Miller, October 19, 1854; Jas. G. Megeath, November, 1854; Lyman Richardson, January, 1855; E. Estabrook, June 23, 1855; John Davis, March 16, 1855; John Evans, March, 1855; H. H. Visscher, April 3,



RESIDENCE OF W. F. SWEESY.

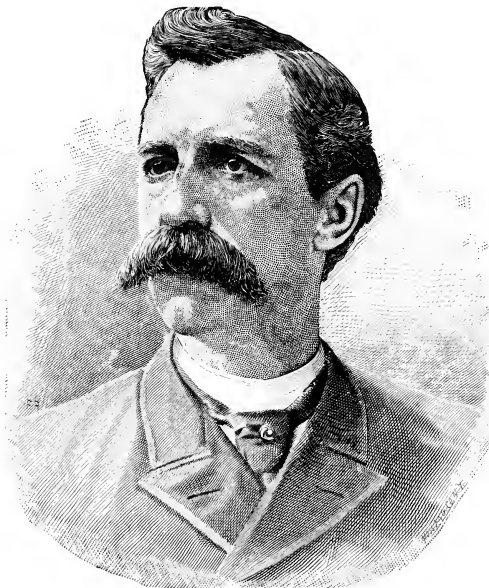
1855; David Richards, April, 1855; R. N. Withnell, May 2, 1855; Edwin Patrick, May 7, 1855; E. H. Warner, May 10, 1855; John Logan, July 9, 1855; O. P. Ingalls, September 7, 1855; John .P McPherson, October 25, 1855; Rev. Reuben Gaylord,* December 25, 1855; Moses

Shum, April, 1855; J. M. Marsten, November 18, 1855; W. W. Wyman,* June 5, 1855; Allen Root, May 16, 1855; A. B. Moore, April 22, 1854; D. C. Sutphen, September 4, 1857; H. B. Paris, November 15, 1857; M. B. Riley, August 11, 1857; Daniel Gault, May 12, 1857; J. W. Pickard, December 19, 1855; S. A. Orchard, November 15, 1855; John H. Sahler, August 29, 1856; R. S. Knox, January 3, 1856.

[William J. Connell, a resident of Omaha since April 10, 1867, is of Scotch descent. He was born July 10, 1846, at Cowansville, Province of Quebec, about thirty miles from the northern boundary of Vermont. His father, Rev. Daniel Connell, was a Congregational minister. Mr. Connell is a self-made man. Arriving in Omaha at the age of twenty one, he began his struggle for fame and fortune. Willing to work at anything to earn a livelihood, he gladly accepted a position in the employ of Tootle & Maul, a dry

goods firm. The routine work of a clerkship proved too limited a space for the ambitious young man, and determining to seek a wider and more intellectual field, he decided to enter the legal profession. Beginning his studies in the office of B. E. B. Kennedy, he continued them in that of Col. C. S. Chase, and concluded his preliminary legal training under the tuition of Hon. J. M. Woolworth. In 1870 he was admitted to the bar, and at once beginning active practice soon had a large clientele. In 1872 the Republicans elected him to the important office of District Attorney for the Third Judicial District, which then comprised ten counties, including Douglas and Lancaster. So efficiently did he perform his duties that he was rewarded with a re-election in 1874. During these

spirited and liberal man, and has accumulated a handsome fortune. At the same time he has advanced steadily in his profession, until he is now ranked among the foremost members of the bar of this city and State. His reputation is that of a persistent fighter, whether in the practice of his profession, or as the leader of a political faction, or as the champion of any cause in which he may be interested. As a parliamentarian he has few equals. Mr. Connell was married on the 24th of September, 1872, at St. Johnsbury, Vermont, to Miss Mattie Chadwick, and five children have been born to them—Helen, Ralph S., Karl A., Marion and Hazel. His home, "Hillcrest," occupies a beautiful and commanding location on St. Mary's avenue.—A. S.]

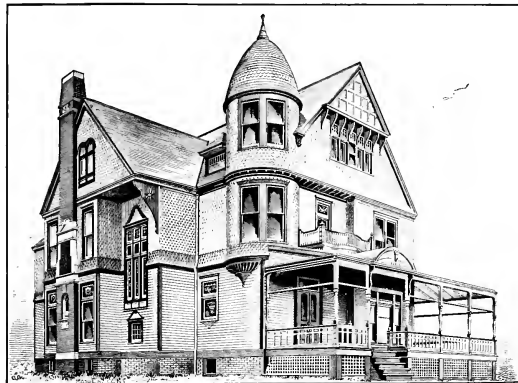


WM. J. CONNELL.

four years he made a record which established for him a reputation as an able lawyer. Retiring from his office he devoted himself to civil practice, in which he proved as capable as he had been in the prosecution of criminal cases. Mr. Connell was appointed City Attorney in April, 1883, and held the office for four years, serving through the administration of Mayor Boyd. Mr. Connell saved the city hundreds of thousands of dollars by his successful defense of suits for damages and by his sound legal advice on important questions. He was mainly instrumental in devising a charter for the city under which all the public improvements that have wrought such a wonderful change in this city became possible. During all these years he has been an active and honorable politician, a public

Among the early settlers who came to Omaha prior to 1860 are the following, the list including many who came here during the years 1855-56: A. J. Hanscom, the Creightons, C. W. Hamilton, Herman Kountze, James G. Chapman,* J. K. Ish,* O. F. Davis,* John Green, Peter Windheim, the Beindorfs, Cam Reeves, the Reeses, Richard Kimball, St. John Goodrich,* Charles S. Goodrich, Ezra Millard,* Joseph H. Millard, the Barkalows, the Dumalls, Timothy Kelly, Dr. Plummer,* Peter Frenzer, Joe Frenzer, J. M. Clark, the McAuslands, H. O. Jones,* Tom Murray, Captain W. W. Marsh, Harrison Johnson,* James Smith, George

Smith, M. Hellman, Aaron Cahn, William Sexauer, the Demarests, John Horbach, G. M. Mills,* George T. Mills, Henry Pundt, Vincent Burkley, Mrs. Frank Coffman,* the Patricks, F. A.



"HILLCREST"—RESIDENCE OF W. J. CONNELL.

Schneider, Joseph F. Sheely, John M. Sheely, John R. Porter, Harry P. Deuel, John R. Meredith,* Dr. J. P. Peck,* the Roeders, Edwin Loveland,* Fred. Davis, John McCormick,* Josiah S. McCormick, George W. Hanan, Sr.,* the Homan family, Fred Court, Peter Hugus,* Eb Dallow, P. W. Hitchcock,* A. S. Paddock, John Yerger, Sterrit M. Curran,* George Silvester, Byron Reed, John Campbell,* E. L. Eaton, J. W. Tousley, Rev. W. N. McCandlish,* Joel T. Griffin,* Fred Drexel, Joseph Red-

man, David Harpster, Henry Grebe, Charles Karbach, Frank Murphy, James T. Allan,* E. A. Allen, Major George Armstrong, Clinton Briggs,* General John M. Thayer, the Dees, Mrs. W. W. Wyman, Mrs. T. B.

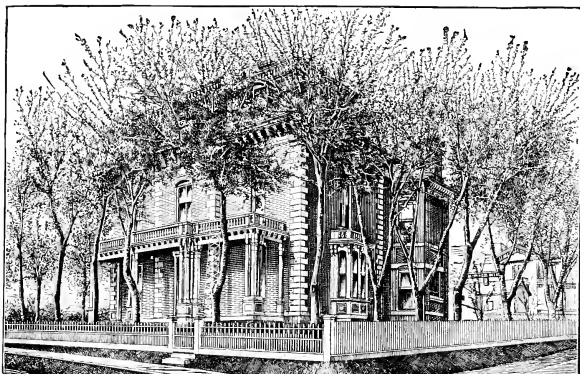
Cuming, Mrs. W. D. Brown and family, Mrs. Jesse Lowe and family, F. L. Reef, Levi Kennard, G. A. McCoy,* Charles Powell, Ignace Scherb and brother, the Shull family, J. S. Gibson, the Barkers, Wiley Dixon, John I. Redick, the Yates family, D. Sullivan, Thomas Riley, John Riley, Frank Dellone, Fred Dellone, James M. Winship, W. A. Gwyer, W. H. S. Hughes, B. E. B. Kennedy, the Hartmans, James E. Boyd, William A. Paxton, George W. Doane, Frank Kleffner, A. N. Frick, D. Whitney, E. B. Chandler, the Medlocks,



RESIDENCE OF J. W. GRIFFITH.

Father Curtis,* Peter Malone, Michael and Jerry Linahan, Paul and A. J. Harmon, Charles P. Birkett, Jerry Mahoney, Edward F. Tenny, D. S. Parmalee, John Lutz, E. V. Smith,

[Hon. George W. Lininger was born in Chambersburg, Franklin county, Pennsylvania, December 14, 1834. When a boy of eleven his parents removed to Peru, Illinois; his education was only such as could be obtained in the common schools of Pennsylvania and Illinois in those early days. He began business for himself at Peru, at the age of twenty, by buying an interest in a stove and tinware store with \$200. His business prospered until 1868, when he sold out and removed to Council Bluffs, Iowa, where, with E. L. Shugart, he engaged in the agricultural machinery and implement business. In 1872 he removed to Omaha. About a year later he bought out his partner and continued the business alone until 1879, when he sold out and took his family abroad. They made a complete tour of Great Britain, the Continent, Egypt and the Holy Land. Returning, he organized the Lininger & Metcalf Company, now the largest dealers in agricultural machinery in the United States. In 1885 he again went abroad with his wife, this time visiting the northern countries of Denmark, Sweden, etc., and Russia, Turkey, Greece and others. Mr. Lininger has been active in the public service as member of the City Council and Board of Trade, and is now a member of the State Senate. In 1856 he began his Masonic career, and is now one of the most prominent Masons in the country, having held the highest offices in the order in Illinois, Iowa and Nebraska, and is now the Representative of the Grand Lodge of England to the Grand Lodge of this State, and possesses the most complete Masonic library in the country, especially in the earliest



RESIDENCE AND ART COLLECTION OF HON. G. W. LININGER.

recorded proceedings of the English Grand Lodge. It was Mr. Lininger's desire to study Masonry as it exists in the countries of Europe which first took him abroad, and the pursuit of those studies led him into the domain of Art, the result of which has been by far the most extensive and valuable collection of art works in painting, statuary, carving, metal, etc., to be found in the State. Mr. Lininger claims that he has in his collection something illustrative of the arts in every country in the world where art exists, and without doubt the result of his labors in this direction will be the future establishment of an Art Gallery in Omaha that would do credit to any of our Eastern cities. The two illustrations in this work, showing interior views of Mr. Lininger's parlors, give a faint idea of his art collection, but it must be seen and carefully studied in order to fully appreciate it, and, like all enthusiasts in art, Mr. Lininger is always happy to exhibit his treasures.]

OMAHA ILLUSTRATED

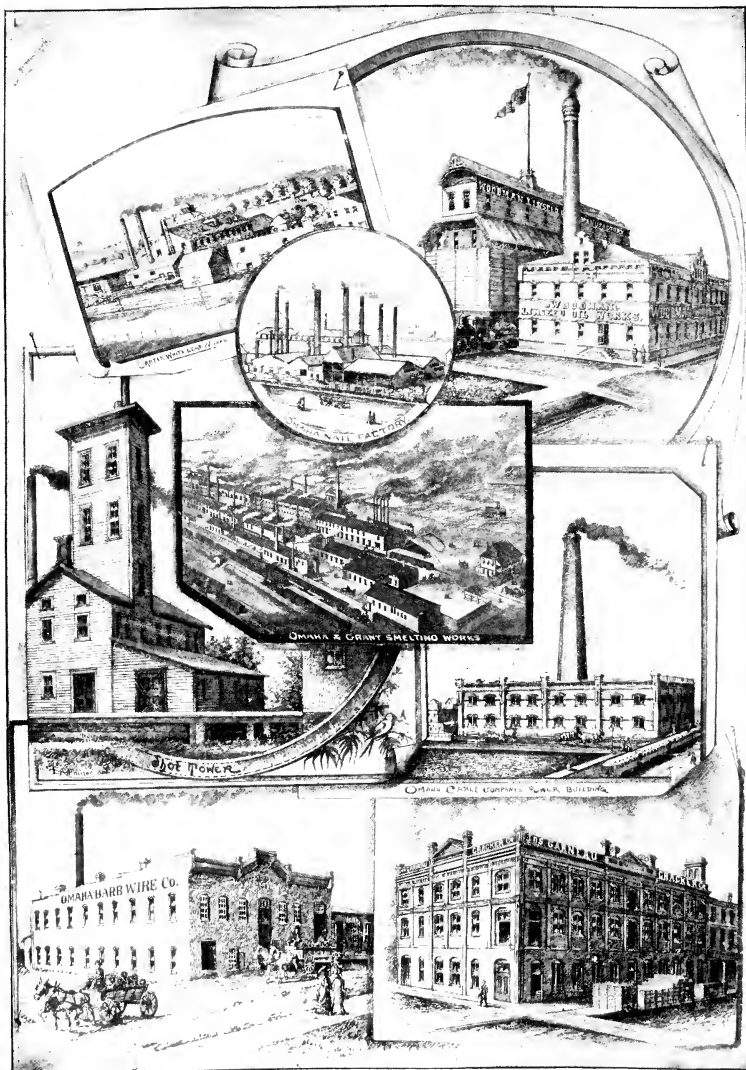
Samuel R. Brown, Randall Brown, J. J. Brown, William F. Sweesy, A. J. Simpson, Silas A. Strickland,* Pat and Michael Connolly, Thomas O'Connor, J. W. Van Nostrand, Arthur N. Ferguson, Patrick Dinan, M. Lavin, Patrick McDonough, George I. Gilbert, Milton Rogers, Martin Dunham, Thomas Martin, Joseph Fox, Dr. William McClelland,* W. J. Kennedy, John



INTERIOR VIEW, G. W. LININGER'S RESIDENCE.

Kennedy, John Kennelly, John Petty, the Forbes family, Henry Livesey, Thomas Swift, Luke McDermott, the Lehmer family, E. F. Cook, Charles Turner, Charles M. Anmock,* Fred Kumpf, J. C. Wilcox, E. S. Seymour, Mrs. C. W. Koenig, the Misses McCheane, Charles Childs, Frederick Krug, B. P. Knight, James McArdle.





SOME OF OMAHA'S INDUSTRIES.

The Omaha of To-Day.

FACTS AND FIGURES.

SO far as the object of this work is concerned, the period of Omaha's history succeeding the completion of the Union Pacific Railroad can be dismissed with merely passing mention, as a period which the city underwent, as many cities have—with slow growth.



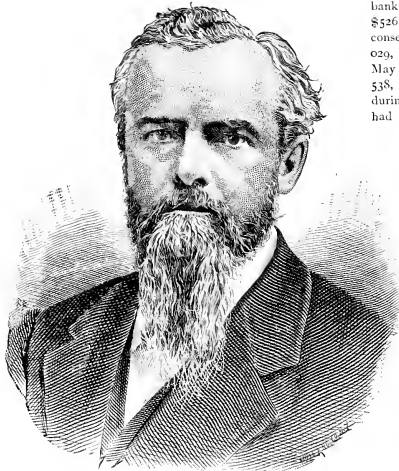
UNITED STATES NATIONAL BANK.

The unsettled and unfavorable conditions of national growth and prosperity necessarily affected the little outpost of civilization, and retarded its development. In fact, the Omaha of to-day can be rightly dated from 1882, when great national prosperity, the pushing westward of the agencies of growth—capital and enterprise—combined with the energetic

and wide-awake spirit of the citizens who were directing the community's welfare. In that year the people of Omaha wisely agreed that if the city was to have a desirable future it could

[The Commercial National Bank was established May 1, 1884, the chief promoter being the late Mr. Ezra Millard, who had been the president of the Omaha National Bank from its organization in 1866. The capital stock is \$300,000, all paid in. Mr. Millard was its first president, and held that position until his death in August, 1886, guiding wisely and prudently the new enterprise during this time. On May 1, 1885, one year after beginning business, the bank's deposits stood at \$351,891, and its loans and discounts at \$526,481, showing not only an established prosperity but careful and conservative management. On May 1, 1886, deposits stood at \$419,029, loans and discounts at \$633,274, with a surplus of \$17,000. On May 1, 1887, deposits stood at \$719,434, loans and discounts at \$756,538, the surplus being \$20,000, and undivided profits, \$11,117. Thus during two years from May, 1885, to May, 1887, the bank deposits had increased \$367,343, and its loans and discounts \$230,054,

notwithstanding two other national banks had in the meantime been established. Upon the death of Mr. Millard, Mr. A. P. Hopkins (who, on coming to Omaha in 1866, was for a time connected with the Omaha National Bank, while Mr. Millard was its president, and later engaged for thirteen years in banking at Fremont) was elected president, Mr. Alfred Millard, son of the late president, was made cashier, and F. B. Bryant, assistant cashier. The members of its board of directors are: Wm. G. Maul, Clark Woodman, Andrew Henry, S. R. Johnson, L. B. Williams, E. M. Morsman and Joseph Garneau, Jr., men of acknowledged financial soundness and ability, giving to the public every assurance of maintaining the safe and prudent course which has so far brought the



THE LATE EZRA MILLARD.

bank into general esteem. Of the late Ezra Millard it can be said that he was one of the best of our great citizens and one of the greatest of our good citizens. He came as near being an ideal and a model for imitation as any man whom Omaha has known. As a banker he was broad, level-headed and sagacious; as a business man in any department, far-seeing, methodical and progressive; as a citizen he was generous, public-spirited and wonderfully well informed. He was a pioneer. Under his eye this city has grown from a hamlet. He was foremost in its interests, and his foresight and counsel aided its development. For nearly thirty years his prominence and influence have been recognized throughout the State and far beyond its boundaries. He was also the founder of the Omaha National Bank, of which he was president for eighteen years. To the railroad interests of the city he devoted his energies and abilities, and contributed largely to the development of this as a railroad center. Mr. Millard was born in 1834 at Hamilton, Ontario. He came to the States with his parents in 1850, and settled in Iowa, from whence he came to Omaha in 1856. He became a member of the land agency firm of Barrows, Millard & Co., the company beginning the banking business in 1860. The firm of Millard, Caldwell & Co. was organized later on and he remained with it until 1870. He was largely interested in real estate and building, and at the time of his death was vice-president of the Union Trust Company and treasurer of the Cable Tramway Company. He at one time served as mayor of the city. Mr. Millard was a Christian and a member of the Presbyterian church. His death occurred at Saratoga Springs, New York, August 20, 1886. It was very sudden and caused by heart disease. He was cut off in his prime, being but fifty-three years of age. His loss has been deeply felt by all interested in the growth of this city and State.



A. P. HOPKINS, PRESIDENT COMMERCIAL NATIONAL BANK.

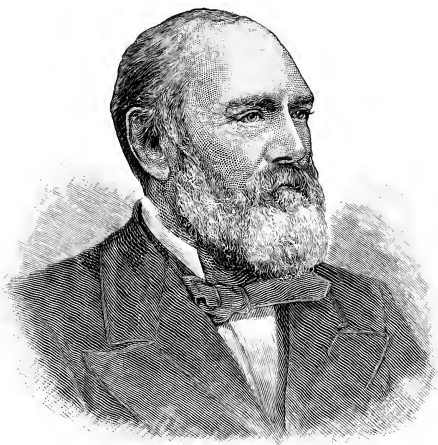
be best enhanced by efforts from within. The city's finances had been well managed, and the municipal resources were such as to warrant the beginning of an extensive system of public improvements. A comprehensive system of sewerage had been provided, and paved streets were determined upon. The work was begun, and within two years it had progressed so well that the claim for Omaha, that it was "the best paved city of its size in the Union," passed challenge. Its commanding location as the eastern terminus of the chief trans-continental line, which, with other side transportation facilities, made it a distributing center for a vast and productive area of territory, attracted to it those elements of growth,—enterprising men and capital seeking profitable investment. A city determined within itself to be a city, was a magnet to draw from elsewhere such requisites as might be wanting—and they came. In 1882 it was conservatively estimated that Omaha had a population of 30,000. The census taken by the State in 1885 showed that the city had 61,000 population, an actual increase of more than 100 per cent. Since that time the extension of the corporation limits so as to include that portion of the city's growth which had overlapped the former boundaries, and South Omaha, the distinctive feature of the city's development, have become factors in swelling the population so that it can be safely claimed that Omaha has at present 120,000



OMAHA NATIONAL BANK.

population. Such a growth in such a period seems in the nature of the marvelous, yet there has been little or nothing of the ephemeral boom-growth in it. The increase has been achieved upon a substantial basis. People who have come to Omaha have come to stay. The investment of outside capital has been large, and the enterprises it has furthered have furnished the sustenance for the attendant elements of increase of population. The

[General Experience Estabrook has been a familiar figure in Omaha affairs for over thirty years. He is one of the oldest settlers. He was born in Lebanon, Grafton county, New Hampshire, April 30, 1813, where his parents lived until 1822, when the family moved to Clarence (afterwards named Alden in honor of Mr. Estabrook's grandmother of that name), a town near Buffalo, N. Y. This was his home until July, 1840. In the meantime he attended Dickinson College, at Carlisle, Pa., also the law school connected with Marshall College, at Chambersburg, Pa., where he graduated and was admitted to the bar. He then continued his studies at Brooklyn, N. Y., part of his time being taken up with the duties of a clerkship in the navy yard at that place. The young lawyer then removed to Buffalo, N. Y., and began the active practice of his profession, remaining one year, at the end of which time he went to Geneva Lake, Wis., where he attended the first term of court of Walworth county. He practiced there until 1855. In 1851 he was elected Attorney General of Wisconsin and held the office two years. He was active in public affairs and was a member of the Constitutional Convention of 1848, in which



GEN. EXPERIENCE ESTABROOK.

he took a prominent part, especially on the suffrage article, an amendment to which, offered by him, enabled the colored man to vote before the war. In 1849 he was elected to the Legislature of Wisconsin. He came to Nebraska in 1855 as United States Attorney, appointed by President Franklin Pierce, and he held the office for four years and nine months. In reaching here the party was obliged to cross the river on the ice between Council Bluffs and Omaha. This was on Monday, January 23, 1855, and the attempt was so hazardous that two men, Palmer, of Council Bluffs, and Joseph Paddock, of Omaha, in carrying a trunk between them, broke into the channel and narrowly escaped drowning. At the first term of the court in the Territory of Nebraska in the spring of 1855, General Estabrook was the only member of the bar in the Territory, recognized as such by the court, on account of his official position, and upon his motion the first bar was admitted to practice; so that it may be said almost literally that Mr. Estabrook is the father of the Nebraska bar. In July, 1859, he accompanied the "Pawnee Expedition" up the Elkhorn, attacking the Indians at what is now Battle Creek. In that expedition Gov. Samuel W. Black was commander-in-chief with the present governor, General Thayer, in direct command. Mr. Estabrook was a member of General Thayer's staff as Adjutant General. Major General Samuel R. Curtis was also one of the staff officers. On his return from this expedition he ran for delegate to Congress, and was elected, but in a contest before the House was unseated in favor of Samuel G. Dayley, the Republican nominee. Mr. Estabrook served, however, through one session until June, 1860. He was appointed by the Governor in 1866, to codify the State laws, and was selected by the public printer to superintend the publication and prepare the index. This required his spending the summer in Chicago and he embraced the opportunity to publish a form book, called Estabrook's Forms, a valuable legal work which, unfortunately, was nearly lost to the profession—the entire edition, with the exception of a few books, being destroyed by fire. The following year he was appointed district attorney of this district, which office he held from 1867 to 1869. In 1871 he was chosen a member of the Constitutional Convention, and the same year was employed by the board of managers as counsel to aid in the impeachment of Governor David Butler, who was found guilty and turned out of office. General Estabrook was married at Geneva Lake, Wis., April 14, 1844, to Miss Caroline Augusta Maxwell, daughter of Colonel James Maxwell, a pioneer of Wisconsin. She was born in Tioga county, Pa. They have two children, the eldest, Caroline Augusta, now married to Col. R. C. Clowry, general superintendent of the Western Union Telegraph Company. Henry Dodge Estabrook, a son, is now practicing law in this city.]

percentage of that which is termed "floating population" in Omaha is very small. There is no lack of employment for those devoted to almost any avocation, and the prosperity of the people is uniformly great. This much having been said of the community in common

OMAHA ILLUSTRATED.

terms, it is well to glance at present and prospective resources, with a view to demonstrating that the excellence of the Omaha of to-day is not only a fixed fact of the present, but is also a guaranty of future continued and increased greatness. Look first at what Omaha



WAREHOUSES OF KIRKENDALL, JONES & CO.—LEE, FRIED & CO.—ILER & CO.—DEWEY & STONE.

has done and is doing in the way of public improvements. Information secured from the books of City Engineer Tillson makes the following showing:

	Jan. 1, 1882 to Jan. 1, 1887.	During 1887.
Paving	\$1,483,065 74	\$ 376,337 66
Sewers	594,170 95	219,012 63
Curbing	232,867 00	63,650 00
Grading	300,885 00	174,368 00
Viaducts	118,633 55	24,075 72
City Hall	2,364 00	23,105 59
Totals	\$2,731,986 24	\$ 880,549 60
Grand Total		\$3,612,535 84

The money thus expended annually in public improvements has averaged about 10 per cent. of the total amount expended in other improvements, manufactures, business blocks, residences, etc. Thus, from a few hundred thousands spent in 1882, the total value of improvements for 1887 mounts up to about \$8,000,000. This enormous increase has not, however, been disproportionate with the growth of the city in population and importance as a city and center of trade. As will be shown in after statements—actual figures—the city has not been dwarfed in any particular respect. Its growth has been even and uniform in all the

distinctive features of private and public enterprise. Anything which would enhance the communal interests of Omaha has been given deserved attention, and the success thereby achieved cannot be gainsaid.

Keeping pace with the growth of Omaha and its municipal development has been especially the increase in its commercial importance, which can be partially illustrated by the record of the clearing house since its establishment in 1885. During that year the clear-

[Dr. Jacob C. Denise was born in Montgomery county, Ohio, December 3, 1828, and was educated in the common schools, in the Academy at Franklin, Ohio, and at Farmer's College, College Hill, near Cincinnati; studied medicine and took his degree at Jefferson Medical College, Philadelphia, in 1855; engaged in practice at Dayton, Ohio, until the civil war broke out, when he entered the service, August 18, 1861, as Assistant Surgeon in the Twenty-seventh Ohio Volunteers. In 1863 he was promoted to Surgeon. His service was in the Western army in Missouri, Tennessee, Mississippi, etc., and after the Atlanta campaign he resigned, November 14, 1864. He became a Contract Surgeon January 1, 1865, and was assigned as executive officer at Tripler Hospital, Columbus, Ohio. In October, 1865, this hospital was discontinued as such, and the establishment was given to the State for a Soldiers' Home, Dr. Denise being assigned to it as Surgeon. Here he continued until May, 1867, when it was superseded by the Home at Dayton. In June, 1867, the Doctor came to Omaha and entered into practice. In the spring of 1868 he was elected City Physician, and was also County Physician, which positions he held until 1871. In 1869 he was appointed by President Grant Receiver of enterprising man. His service in the army under Generals Fremont, Pope, Burnside and Sherman, was of the most arduous character, he being engaged in many of the important battles up to and including the capture of Atlanta, where he had charge of a division hospital with 2,000 beds. Since coming to Nebraska he has been physician to the Deaf and Dumb Institute for fourteen years—almost from its establishment. He has for years been the corresponding member of the International Committee of the Y. M. C. A. for the State of Nebraska. To carry out a long-cherished wish he went abroad in 1886, and spent a great deal of time in the hospitals of London and Berlin, besides traveling extensively through Holland, Austria, Switzerland and France, deriving from his professional and other observations much benefit and satisfaction. He now limits his practice chiefly to office work, and it is needless to add, ranks among our most eminent practitioners.]



DR. J. C. DENISE.

the Land Office at Grand Island, the first west of Omaha, Dr. Denise opening it for business. This office he held for three years, resigning in 1872, when he returned to Omaha, and has since continuously resided here and practiced his profession. In 1868 he was one of the original incorporators of the Nebraska State Medical Society, and also in the same year was one of the incorporators of the Young Men's Christian Association. From 1873 to 1886 he was United States Pension Surgeon Examiner. In 1882 he helped to organize the Omaha Medical College, in which he has been one of the Professors ever since, and is now Dean of the Faculty. In all good enterprises calculated to promote the welfare and advancement of Omaha, the Doctor has been an active participant. Dr. Denise has been by the inherent force of his character, inherited from his French and Holland Huguenot ancestors, an active,

ances footed up a total of \$51,528,609. In the year 1886 they amounted to \$82,690,570, an increase over the preceding year of 60 per cent., and for 1887 the total reaches \$137,220,535, an increase of 66 per cent. over the year 1886. Of course it is well understood that the clearing house returns do not indicate the total volume of business done in the city. Transactions at South Omaha, for instance, are only partially reported, and there are, besides, banks doing business in Omaha which do not share in the clearing house transactions. Perhaps the growth of the banking capital of the city will better serve to illustrate the growth of the city's commercial importance. On January 1, 1882, the city had four national banks whose capital and surplus represented a total of \$400,000. At present

the city has eight national banks whose capital and surplus amount to \$2,970,500, and in addition there are two savings banks, besides a number of private banks and trust companies, making the total banking capital of the city easily amount to \$4,000,000. This



W. V. MORSE & CO'S. WAREHOUSE AND OFFICES.

figure does not include deposits, which in 1885 were over \$8,000,000, in 1886 about \$12,250,000, and in 1887 the total approximates \$16,000,000.

And speaking of the commercial importance of Omaha it will be well to note the volume and increase each year since record has been kept. During 1884 there were 64 firms engaged in the wholesale and jobbing trade in Omaha and they transacted a total business of \$9,500,000. In 1885 the number of firms was increased to 169 and the total

business footed \$25,136,000. During 1886 there were 196 firms, and they did business amounting to \$35,496,000. In 1887 the number of firms reached 240, and the business approximates \$50,000,000. The leading lines rank: groceries, lumber, dry goods, steam supplies, hardware, coal, liquors, boots and shoes, drugs, agricultural implements, furniture, leather and hides, besides twenty or more lesser lines. The profits in the whole-

[Mr. Peter E. Iler is one of Omaha's most prominent and successful business men. He is a native of Ohio, having been born at Wooster, February 10, 1840. At the early age of sixteen he began to earn his own living by doing chores for a banker of Indianapolis. He was soon given the superintendence of his several farms, and his salary was raised from twenty to seventy-five dollars a month. Becoming sick he returned to his home at Tiffin, and upon recovering his health he started out as a country peddler with a one-horse wagon and a small stock of notions. He met with success and soon drove a splendid four-in-hand team and a beautiful wagon. He also took orders for all the wholesale merchants in Tiffin, doing in this way a large commission business. Mr. Iler branched out and established a general supply store, engaged in the manufacture of cigars, and ran a distillery and a general liquor store, all of these enterprises proving successful. The railroads entering Ohio materially decreased Mr. Iler's trade, and he decided in 1866 to locate in Omaha. Coming to this city in that year he secured papers for a class B bonded warehouse, and made a contract for the erection of a building in Central Block. At that time Boyle, Miller & Co., of Cincinnati, were his partners. He closed out his business in Tiffin in the fall of 1867 and moved to Omaha. Immediately after the great fire in Cincinnati he bought out his old partners and took in as



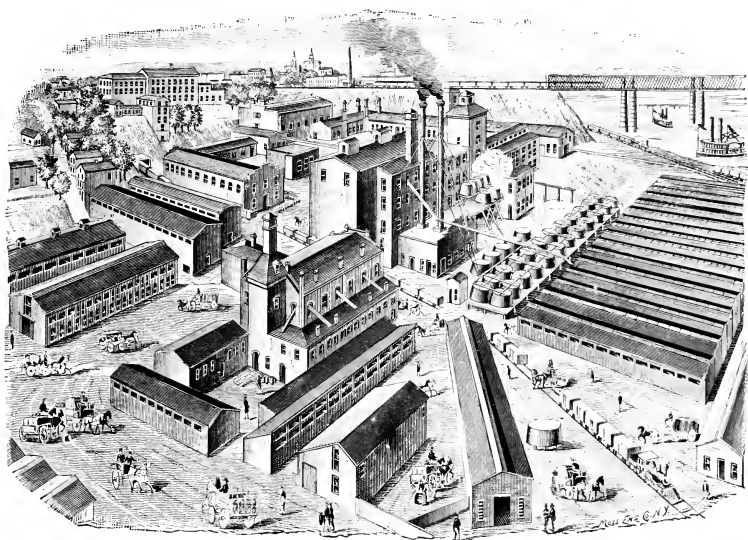
PETER E. ILER.

The sales of the Willow Springs Distillery and Iler & Co., combined, have increased in the same ratio — from \$300,000 per annum to nearly \$3,000,000. The cost of material used in the distillery during 1886 was \$250,000, representing 510,000 bushels of grain. Over 10,000 tons of coal were consumed. Employment is given to 125 men. The annual pay-roll is over \$80,000. Mr. Iler was one of the original organizers of the South Omaha Land Syndicate, which has resulted in making this city the third pork packing center of this country. He has for some time been the leading spirit in the movement to solve the cheap coal problem, and his associates having already spent a considerable sum of money in boring for a paying vein of coal. He is also interested in the effort that is being made to discover natural gas in this vicinity. He is a member of the National Distillers' Association, and a prominent member of the Omaha Board of Trade. In 1863 Mr. Iler was married at Tiffin, Ohio, to Miss Mary A. Denzer. They have four children living—William E., May, Edith and Bessie. Mr. Iler is a home man, taking great delight in his interesting family, and doing everything in his power to make home happy for them.]

new partners M. W. Kennard, and his brother J. D. Iler. The Willow Springs Distillery having been confiscated by the government, was offered for sale in 1870, and it was bought in the name of James G. Megeath and P. E. Iler, the partners in this enterprise being Megeath, Iler and John McCormick. In 1872-3 the distillery became the property of P. E. Iler, J. D. Iler, and M. W. Kennard, the last named gentleman remaining in the firm until 1878, when he sold out to his partners. In 1885 Mr. Henry Sussensbach became a partner. The distillery has been enlarged from year to year and improved in every way to meet the demands of trade, and to-day it is the third largest distillery in the country. Its present capacity is 12,000 gallons of finished goods per day. The increase of business is shown by the following figures: In 1878 the government tax was nearly \$150,000, in 1879 it increased to \$721,000, and it is now over \$2,000,000.

sale and jobbing trade have been large. Not a failure has been recorded, and most of the firms have increased their capital to keep pace with the growth of their trade. The retail trade, too, as may well be imagined in a growing city of 120,000 inhabitants, has been prosperous, but any figures regarding its volume or the number engaged in it would be valueless to the purpose of this work. Suffice it to say that the enterprise of its merchants and the conveniences afforded in railroad facilities to the people of Council Bluffs, Lincoln, Plattsmouth, Fremont and other neighboring towns, have greatly increased the retail trade of the city.

Omaha's manufactures must necessarily be considered a factor of its importance, though the city's manufacturing interests may be justly said to be yet in their infancy. There are about 100 manufacturing concerns now established here, though previous to 1882 they did not number a score. At present about 6,000 skilled workmen are employed, the monthly pay-rolls footing up about \$450,000. Of these the most important concerns are the railroad shops, employing 1,500 men, the Grant Smelting Works (the largest in the world), employing 500 men, Carter White Lead Works, Willow Springs Distillery, Garneau Cracker Co., Paxton and Vierling Iron Works, Woodman Linseed Oil Works, foundries, nail works, carriage works and brick yards—the latter employing 1,500 men, and still being unable to supply the demand



WILLOW SPRINGS DISTILLERY.

for building brick, although an abundance of suitable clay exists. It may be said upon this subject of manufactures that no city in the United States offers greater advantages as a point for manufactories than Omaha does. It is located in the heart of a large and populous region which is made tributary by an extensive and comprehensive system of railways centering in it. With the great coal fields of Iowa adjacent, and competing lines bringing cheap fuel to the city, the question of cheap motive power is solved, and that is a prime consideration with the manufacturer. Coal for manufacturing purposes is at present being delivered in Omaha in car lots at \$1.50 per ton. And as for a market, Omaha has the commanding position over that entire portion of the great and growing West and Northwest, which includes Nebraska, western Iowa, southern Dakota, northern Kansas, Wyoming, Utah and Idaho.

There has been another marked feature of Omaha's growth and development—the increase in value of its realty and the large investments of capital which have been made therein

The causes thereof can readily be found, of course, in the natural growth of the city, and the enhancements produced by the vast public improvements. Previous to 1882, from which the Omaha of to-day is commonly dated, the transactions in Omaha real estate did not foot up \$1,000,000 a year. In 1883, the first year after Omaha began its public improvements, the total of real estate transactions footed up \$3,763,964. In 1885 the total reached \$6,157,040.

[Carl A. Fried was born in Beckaby, Sweden, July 1, 1844, coming to America at the age of nineteen. He located at Andover, Illinois, but shortly after joined the government engineer corps under Gen. Wright, then in service in the army of the Tennessee. At the close of the war he returned to Illinois and found employment as salesman. On April 1, 1866 he married Mary, the daughter of Otto Lobeck, a prominent merchant in Geneseo, central Illinois. Three years later Mr. Fried, encouraged by the glowing reports from the West, came to Nebraska and entered a homestead near Oakland. The life of a farmer was, however, not to Mr. Fried's taste, so in 1872 he went to Fremont and engaged as a clerk in the hardware store of H. J. Lee. In August 1873, he opened a hardware store as C. A. Fried & Co., Fremont; but a couple of years later he and Mr. Lee joined fortunes and the firm became H. J. Lee & Co, wholesale and retail hardware business at Fremont. In 1880 the business had grown to such proportions and the development of Omaha and Nebraska had been so great that the firm of Lee & Fried sought here the better location which Omaha afforded. March 1, 1880, they opened on Douglas street the establishment which has since grown to be one of the largest in the West. In September of that year the properly the wholesale and jobbing center of the upper Missouri valley. His loss to the city was therefore deeply felt, the esteem in which he was held being generally expressed. Mrs. Fried and their family of seven children survive him.]



THE LATE CARL A. FRIED.

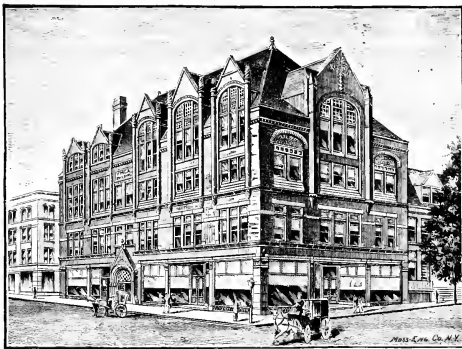
The year 1886 showed even a more marked increase, the total reaching \$15,080,685, and 1887 makes an enormous showing, the total approximating \$35,000,000. This great increase in real estate transactions had, of course, something of the speculative in it, but nothing beyond the legitimate. Values were increased, but not inflated. In instances, extremely desirable business property in the heart of the city attained a value of \$2,000 per front foot, but the average business lot in the business area has not attained a value above from \$1,200 to \$1,500. The best criterion to be cited is that the highest figures yet put upon Omaha realty still prevail, and are yet lower in proportion than prices on similar property in Kansas City, St. Paul, Denver or other western cities of Omaha's class.

The outlying realty—that fitted for residence purposes—is not proportionately less valuable than property in the business portion. Judicious investments of capital in street transit lines have made almost every portion of the twenty-five square miles area of the city readily accessible. There are at present twenty-seven miles of horse railway in opera-

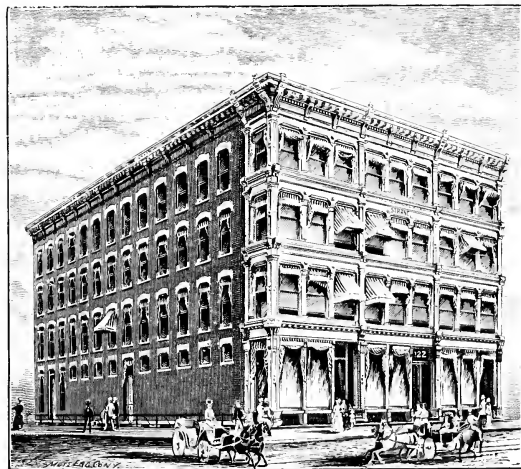
firm became Lee, Fried & Co., and thus it became identified with Omaha. Mr. Fried was one of Omaha's best citizens and his untimely death at Glenwood Springs, Colo., August 16, 1887, whether he had gone in search of health, was deeply deplored by the business community. He was an unfiring, energetic man of great business ability, courteous to all, and a man of high motives. As a leading member of the Omaha Board of Trade he was foremost in enterprises for furthering the community's advancement and the spread of information concerning its resources and advantages as a city. He had faith in Omaha and was unfiring in his devotion to the city. The immense establishment which largely grew to its proportions under his care was proof of the correctness of his judgment that Omaha was

tion, six miles of cable railway and twenty miles of motor line in course of construction. Besides these, the Belt Line railroad circles the city and has stations at various points, and the Union Pacific and Burlington roads have hourly trains to South Omaha. There are other lines projected to further provide citizens with means of rapid transit from their homes to the central portion of the city, all designed upon a comprehensive plan contemplating Omaha as a city of half a million souls before the close of the century. The investments already made in street transit lines are placed at \$3,000,000, which amount will be increased next year by another million, if projects now in contemplation are carried out. Quite as important a feature of urban life is brought to attention in the city water works, for which ground was first

[In 1875 Mr. A. L. Strang opened a small house on a side street, between Farnam and Harney, for the purpose of dealing in steam and water supplies. The business prospered, and so increased in six years as to require more room and increased facilities, and he erected on the corner of Tenth and Farnam streets one of the finest business blocks in the city, four stories, with basement.



Y. M. C. A. BUILDING. MENDELSSOHN & LARIE ARCHTDS.



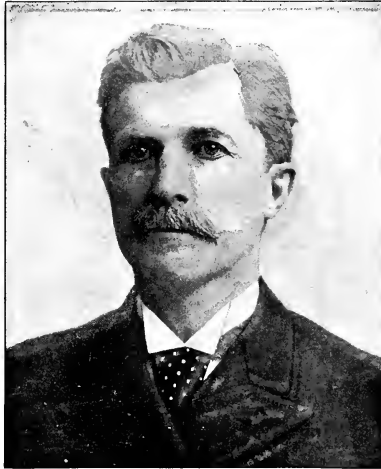
THE A. L. STRANG BLOCK.

In February, 1884, his still increasing business made incorporation necessary, and the A. L. Strang Company was formed, with a capital stock paid in of \$155,000, the stockholders in which are Messrs. A. L. Strang, J. H. McConnell, D. C. Templeton, D. O. Mills, S. L. Dillie, Charles Martin and others, A. L. Strang being president, J. H. McConnell, secretary, and D. C. Templeton, treasurer. The greater part of the business of this company is contract work, such as railway supplies, steam and water supplies, city water works, hydraulic elevators and milling machinery, and extends beyond Omaha to other cities and towns in the West, the Lincoln Water Works being one of the specimens of the work of this company. The company represents and deals in all the best mechanism and mechanical appliances in use, is the special Western agent of the Huxton Steam Heater, the Hamilton-Corliss Engine, manufactured at Hamilton, Ohio; the Porter Engines, manufactured at Syracuse, New York, and sole agent of the celebrated Knowles Pumps. Besides the large local force necessary in the conduct of its business, the company has often a force of 200 men employed on various outside contracts.

As a representative of the business and enterprise of Omaha and the capacity of the city to meet in this direction all the reasonable demands of the West, the A. L. Strang Company is worthy of the fullest confidence, and reflects great credit upon Omaha as the trans-Missouri center for mechanical work and supplies on a large scale, which formerly Eastern cities furnished.]

broken in 1880. The system now has seventy miles of pipes and a daily output of 8,000,000 gallons of water. The system is a combination of the direct pressure and reservoir systems. The latter being used for domestic consumption and the direct pressure for fire protection. Two reservoirs have been provided, each with a capacity of 11,000,000 gallons. Into these the water is pumped on alternate days, from the

[No business man is better known in Omaha than Charles H. Dewey. He was born in Kennebec county, Maine, and was raised in Ohio, to which State his parents moved during his infancy. When gold was discovered in California, in 1849, Mr. Dewey, who was then in his young manhood, was among the first of the many fortune hunters who crossed the plains for the land of gold. He spent seven years in California and on the Pacific coast, and met with the ups and downs of an adventurer's life. He finally returned to the East, and spent some considerable time in various sections of Tennessee, Iowa and Colorado. In 1865 he drifted to Omaha. At that time Omaha was attracting considerable attention, owing to the building of the Union Pacific Railroad. After looking the city over carefully, he came to the conclusion that it was destined to become a great commercial center at no distant day, and he invested all his money, amounting to less than two thousand dollars, in the furniture business. Soon after opening his establishment he associated with himself Mr. E. L. Stone as a partner. This firm has built up a business in the furniture line second to none in the United States. They began business in a small frame building on Farnam street, and have remained at the same location ever since. Their Farnam street display building, which was erected upon the site of the old frame shell, was the first four-story structure in Omaha, and when built



CHARLES H. DEWEY.

trip around the world, sailing from San Francisco. Since then he has been almost constantly on the go. His vast store of information, obtained in this way, has made him very cosmopolitan in his character. Naturally a shrewd observer and a rather humorous off-hand talker, he is a very entertaining conversationalist. Mr. Dewey is a staunch Republican, and has always taken a deep interest in politics, although he has never sought office. In 1884 he was induced to accept the nomination of Presidential Elector-at-Large on the Blaine ticket. This is the only political position he has ever held, although frequently pressed to accept the nomination for offices of trust and honor. Mr. Dewey was married to Miss Bell, of Belleville, Ohio, in 1866. He belongs to no church, or society, secret or otherwise, and is a liberal, enterprising and independent man. Ill health has prevented him from attending closely to business, and he may be called a man of leisure, and an honored and respected citizen.]

Missouri river. Much of the sediment common to the river water is thus settled and the water in a measure purified. No pains are spared to preserve the water from organic taint, and the city may be said to be particularly fortunate, from a hygienic point of view, in its water system. For fire protection there are six hundred hydrants distributed about the city. From these the water is taken directly into the hose by the fire department, the pressure being supplied by a special direct service engine at the water works, the pump having a capacity of 2,000,000 gallons. The works have a total daily capacity of 30,000,000 gallons. The corporation owning the works has been very enterprising, the annual increase made in its plant amounting to 30 per cent., the total value of the investment being at present not far from two million dollars.

it was considered a great enterprise. It is yet one of the largest buildings in the city. Adjoining their Farnam street store they have a five-story warehouse, fronting on Harney street, and in addition to this they have two other extensive warehouses on Tenth and Eleventh streets. Mr. Dewey, in 1870, went to Europe to recuperate his health. He made an extensive tour of the Continent, and became imbued with a great desire of travel and sight-seeing. This desire he has since gratified, and the consequence is that he has seen since 1870 nearly every place on the face of the globe worth visiting. During his visit to Europe he was in Paris when the Franco-German war broke out, and he remained there for some time after, watching the stirring events with a deep interest. In 1878 Mr. Dewey was appointed by President Arthur as one of the United States Commissioners to the World's Exposition at Paris, where he again spent several months. In 1881 he took a

Those other accessories of municipal life which contribute so largely to public and private comfort—gas and electric light—have been amply supplied. The city pays for over one thousand street gas lamps which are lighted from darkness till daylight; and there are, besides, over four hundred electric lights of 2,000 candle power each distributed about the city by public and private enterprise. Indeed, it can well be said that Omaha is an exceptionally well lighted city.

An excellent telephone service comprising over one thousand local subscribers distributed in all quarters of the city, and connected with forty-eight towns in Nebraska and Iowa, is another very valuable feature of Omaha life. The service is equipped with the latest improved appliances and gives satisfaction in a degree excelling the telephone service of other cities.



THE MILLARD BLOCK.

The telegraph system, too, is comprehensive, affording the city ample and rapid communication with all parts of the globe through the equipments of two telegraph companies. It is safely estimated that two hundred telegraph operators are constantly employed in the transaction of commercial, railroad and newspaper telegraphy in Omaha.

Added to the network of wires which the telegraph, telephone and electric light systems have strung overhead throughout the city, may be also noted a comprehensive fire and police alarm system, the fire department having seventy boxes and the police department forty boxes distributed in various portions of the city, supplementing the telephone as means of communication when emergencies arise. (Those adjuncts of public safety and protection—the fire and police departments—will be considered later as branches of the city government.)

The mail facilities of the city are large, but because of the great growth of commerce and population, are still inadequate. This can best be illustrated by pointing out that the government allows but twenty-four letter-carriers for this city of 120,000 people. When it is further shown that the total letter delivery approximates twelve million letters for 1887, and that the net revenue to the government for the same fiscal year was \$123,100, exceed-

[Hon. Daniel H. Wheeler, one of the best known men in Nebraska, was born in Flowerfield, St. Joseph county, Michigan, November 26, 1834. Coming to Nebraska in 1856, when he was twenty-two years old, he located at Plattsmouth, and in May, 1857, he engaged in the hardware business at that place with H. P. and J. W. Coolidge under the firm name of Coolidge, Wheeler & Co. In 1860 J. W. Coolidge withdrew, and the firm name was changed to Coolidge & Wheeler. Mr. H. P. Coolidge retired from the

firm in 1861, and in 1862 Mr. Wheeler disposed of the business. In 1863 he resumed the hardware business in company with E. T. Duke, under the firm name of E. T. Duke & Co. The establishment was moved to Omaha in 1875 and two years later Mr. Wheeler sold his interest in the house to Mr. Duke. In 1858 Mr. Wheeler, in addition to his other business, opened a real estate and insurance office, and in 1865 he associated with himself E. C. Lewis and J. W. Marshall, the firm continuing unchanged until the death of Mr. Lewis in 1867, Mr. Marshall withdrawing Jan. 1, of that year. In March, 1868, Mr. Wheeler formed a real estate and insurance partnership with Capt. L. D. Bennett, which was continued until December, 1885. Beginning in 1861, Mr. Wheeler, for a period of six years, read law under the supervision of Hon. T. M. Marquette, and in 1869 he was admitted to the bar. In 1870 he became associated with J. C. Fox in the practice



HON. DANIEL H. WHEELER.

of law, and subsequently with J. W. Stinchcomb and with E. D. Stone, the latter remaining in the firm till December, 1878, after which year Mr. Wheeler continued in the practice of his profession alone. Mr. Wheeler has filled several important public positions. He was elected clerk of Cass county in 1859, serving in that capacity for two years. In December, 1860, he was elected assistant secretary of the fourth Territorial Council, and was appointed probate judge of Cass county in 1864. Mr. Wheeler was a delegate to the national Republican convention in 1864, which nominated Lincoln for a second term. He served as agent of the Pawnee Indians from July 6, 1865, to October, 1866, which gave him the rank of major in the United States army. In 1869 he was chosen secretary of the State Board of Agriculture, in which position he was retained for about fourteen years. From 1873 to 1879 he was secretary of the State Senate, and in 1875-6

was secretary of the Centennial Commission. He has been a member of the State Horticultural Society from its organization until the present time, and was for several years its treasurer and then its secretary. He was elected Mayor of Plattsmouth in 1869, serving one term, and he has held various other city offices. In January, 1881, he was elected president of the Plattsmouth Board of Trade, and was for eight years president of the Cass county Agricultural Society, the oldest agricultural organization in Nebraska. Mr. Wheeler, who is almost as well known here as he is in Plattsmouth, moved to Omaha in 1885, and engaged in a general insurance business with his son, Daniel H. Wheeler, Jr., in which venture the firm has met with great success. Mr. Wheeler has been prominent and active in secret society matters, having filled all the principal offices in the Masonic and Odd Fellows grand bodies of the State, as well as having been an active member of the Knights of Pythias since 1809. On February 26, 1857, at Kalamazoo, Mich., Mr. Wheeler was married to Charlotte A. Lewis, a native of New York, and first cousin of the late Dr. Dio Lewis. They have had five children, all sons. Of these, three are living—Daniel H., Jr., Myron E. and William H. Their eldest son, Ernest O., died in 1863, and their third son, Frank L., died in 1886.]

ing that of any other city, it will be seen that the Omaha postoffice is transacting an enormous business. The following table furnishes an interesting comparison, showing the growth of the business in a decade:

	1877.	1887.
Carriers	6	24
Registered letter delivery	5,551	45,028
Total letter delivery	723,231	11,879,832

A glance at the receipts and expenditures will also be instructive, showing the increase brought about in Omaha's five years of great growth:

	1882.	1887.
Receipts	86,158	161,708
Expenditures	23,897	38,554

But the inadequacy of the facilities for handling the mails in Omaha does not consist alone in lack of manual help. The government building, although a fine structure, is entirely

too small. So patent has this become that a bill has been introduced in the present Congress, providing for an appropriation of \$1,500,000 for the purchase of a new site and the erection of a suitably commodious federal building. The bill has the united support in both houses of the Nebraska delegation, and undoubtedly will be passed. Pending the construction of the new building, temporary relief will be afforded by the erection of a cheap addition to the present building,

Having considered some of the distinguishing features of urban life in Omaha afforded by invested capital, it will be well to turn to some of those features provided by the municipality itself. First to be considered is, properly, the city's method of raising revenue. It embraces three agencies—direct taxation, licenses and fines—most of the latter two going directly into the school fund. The direct



RANGE BLOCK.

taxation is levied upon an assessed valuation of only \$16,000,000—less than one-fifth of what is termed “real valuation,” such as is in vogue in other cities of Omaha's class. The city's mode of valuation is unfortunate, in the respect that it makes the rate of taxation 40 mills on the dollar—seemingly a high rate, but which is in reality low, in view of the low valuation; for if the same mode of valuation were to prevail in Omaha which prevails in St. Paul, Minneapolis, Kansas City, Denver, and other cities of their class, the rate of taxation

would be only eight mills or ten mills at the limit. To illustrate the true state of affairs in Omaha by comparison, take St. Paul, which on a valuation of \$80,000,000 levies a tax



HOTEL BARKER.

of twenty mills to raise the \$1,600,000 annually necessary to carry on its municipal government, while Omaha gets along with the \$640,000 raised by a levy of forty mills upon a valuation of \$16,000,000. The fact that Omaha's municipal government requires only two-fifths as much funds for its conduct as St. Paul does, is traceable directly to superior management of its finances. The bonded indebtedness of Omaha at the beginning of the fiscal

[Max Meyer was born in the Kingdom of Prussia, now the chief state in the German Empire, on August 13, 1848, and was educated in Berlin. In 1861 he emigrated to this country, settling in the city of New York, where he began his business career as a clerk. In 1866 he came to Omaha and began business on his own account in a small way and in a small frame building on the south side of Farnam street, near Eleventh. Three years later he associated with him one of his brothers, and their business having out-



MAX MEYER, PRESIDENT OMAHA BOARD OF TRADE.

grown their accommodations, they removed to the Creighton building on the north side of Farnam, corner of Eleventh. Still their business grew until these quarters were inadequate, when their large double store was built on the opposite corner, where for years has been conducted by two separate firms (Mr. Max Meyer being the head of each), business of a most extensive and varied character. One store is devoted to the manufacturing and dealing in fine jewelry and to the sale of music and musical instruments, etc., and the other to tobacco, cigars, guns and a great variety of other articles, both of domestic and foreign production. Mr. Meyer's business still keeping pace with the growth of the city and State, he at length found his own large building too small, and in 1886 induced Mr. Wm. A. Paxton to begin the erection of the finest six-story block in the city on the corner of Farnam and Sixteenth streets, 50x132 feet of

helped to organize the Omaha Freight Bureau, and is always alert when the business interests of Omaha are involved. Mr. Meyer has never sought a political office. He belongs to the order of Odd Fellows and has held the highest office in the grand encampment of the State.]

year 1887 was \$1,048,950, with no floating debt worth mention. Bonds issued in 1869 are the oldest now outstanding. These bear 10 per cent. interest, but the credit of the city has since improved so much that the \$200,000 issued in 1886 (the limit of amount of bonds to be issued in any year is fixed by the charter at \$200,000) were placed at 4½ per cent.

In 1882 the bonded indebtedness of Omaha was \$328,950. During the period of which this article treats—1882-87—the bonded debt was increased \$720,000. As previously shown, the total of public improvements in the same period is \$3,612,535—five times the increase in the bonded debt. This singular result is due to the fact that by far the larger part of the city's improvements were paid for by surplus revenues. It should also be explained that such improvements as paving, curbing and guttering are paid for by the owners of abutting property, the city bearing only the expense of street intersections. To lighten the burden upon the property owners, they are required to pay only one-tenth the expense each year, the city guaranteeing the interest upon bonds issued for ten years. About

\$600,000 of these bonds are now outstanding, but they are not classed as city debt, as they are really the debt of benefited property owners. It can, therefore, be truthfully said that, in point of taxation, credit and size of debt, Omaha is better off than any city of its size in the United States, as it certainly is in quantity and quality of its public improvements. The city now has seventy-two miles of graded streets, forty-six miles of sewers, forty-six



KNIGHTS OF PYTHIAS CASTLE HALL.

MENDELSSOHN & LAWRIE ARCHITECTS.

miles of streets curbed and guttered, twenty-two miles of streets paved. Of the paved streets, those in the central portion of the city are paved with granite blocks and asphalt, those in the residence portion with cedar blocks on concrete base. It also has a fine city hall, to cost \$250,000, in course of erection opposite the magnificent court house put up by the county. Two fine viaducts spanning the valley by which railroad egress is had to the West, have also been just completed at a cost approximating \$150,000.

To return to the subject of city finances, it should be explained that the tax levy is apportioned into several funds, such as general fund, 12 mills; police fund, 5 mills; fire department fund, 4½ mills; paving fund, sinking fund, school fund, etc.; and it is illegal for the Council to divert funds to any but the prescribed purpose—a provision which operates eminently well.

[Saint A. D. Balcombe is chairman of the Board of Public Works of Omaha. He is a man eminently fitted for the position, his long residence in the city and close and intimate knowledge of its needs, with his practical mind, making him exactly the right man for such a responsibility in a growing and progressive city. The Board of Public Works of Omaha has hundreds of thousands of dollars to expend annually, the public improvements keeping right pace with the remarkable growth in population and wealth. He is of old New England stock, transplanted in New York State, and was born in Utica, N. Y., June 12, 1829. He lived with his parents until he was sixteen years of age, attending school and later serving as a clerk in the post office under his father who was postmaster. In 1845 he went to Battle Creek, Mich., where he entered as clerk in a drug store and remained until he had obtained a thorough knowledge of the business. In 1849 he removed to Elgin, Ill., and started in business for himself, continuing until 1854 when he again changed his place of abode, this time going to Winona, Minn., where he lived until appointed Indian agent for the Winnebago Indians in 1861. Mr. Balcombe came to Omaha in 1866 and purchased the Republican, assuming editorial control. Those were trying days in the city when he was elected by a subsequent Legislature as a regent of the State University. He was a member of the Minnesota Constitutional Convention of 1857 and presided over that body as its chairman. He was a member of the first State Legislature of that State in 1857. Mr. Balcombe was married while a resident of Elgin, Ill., to Miss Anna E. Fox, by whom he has had five children.]



ST. A. D. BALCOMBE, CHAIRMAN BOARD OF PUBLIC WORKS.

history of the city and conducting a daily newspaper was a constant struggle on all sides. He piloted the Republican safely, however, as its editor and proprietor until 1871, when he disposed of a half interest to Waldo M. Potter. The paper was afterwards merged into a stock company and Mr. Balcombe retired from its active management in 1876. In 1878 he was appointed deputy revenue collector. He was afterwards made a government gauger, which position he held until a change in the administration. He was appointed a member and chairman of the Board of Public Works last Spring by Mayor Broatch. Mr. Balcombe has had a long and useful public career. While living in Minnesota he was elected a Republican member of the council in the Republican Legislature in 1855, and

Ap[ro]pos of this subject of municipal finances, it must be stated that an annual license fee of \$1,000 is levied upon each saloon, the number of which at present is 248. The revenue thus derived, and the fines collected by the police court, are turned over to the school fund, being nearly sufficient in amount for the maintenance of the city's splendid public school system, the tax levy for school purposes being only one mill during the current year. There are now twenty-six school buildings in use in Omaha. Three-fourths of the number are large, substantial brick buildings, with a capacity for 18,000 children. The value of these structures is placed at \$644,900 and the real estate upon which they are located is valued at \$952,200, making a total of \$1,597,100 worth of city school property. There are at present 172 teachers employed, and they receive a total in salaries of \$125,000 annually. The expenditures for the schools this year amount to \$375,000, and the income will reach \$400,000.

It can readily be understood that because of such large expenditures the educational system of the city is of the very highest order. Children in the graded schools are pro-

vided with free text books so that even the poorest are afforded opportunity for a free education. In the high school there is a manual training department where elementary mechanics are taught by practice, the high school course further including languages, music and drawing in addition to the ordinary high school course. Graduates from the institution need no further preparatory training to enter any college. Omaha is particularly proud of its school system. It leads the State in this respect, and census statistics show that Nebraska has the smallest percentage of illiteracy of any of the States in the Union.

There are other educational institutions in the city, notably the State Institute for the Deaf and Dumb, and Creighton College, founded in memory of Edward Creighton



honorably mentioned elsewhere, and handsomely endowed by his relict. Creighton College is conducted by the Jesuits, has a splendid faculty, and is numerously attended, ranking foremost with religious institutions of class. The Academy of the Sacred Heart, a Catholic seminary for girls, and Brownell Hall, a like institution in charge of the Episcopalian clergy, should also be mentioned. The Catholics maintain, in addition, parochial schools with an average attendance of 2,000 pupils. There are besides various private schools, commercial and telegraphy institutes.

Intimately associated with the educational advantages of the city may be also mentioned the Public Library, an institution fostered by the city. The library has at present a total of about 17,000 volumes including all the standard works of literature in all its branches. The latest report of the librarian shows that during the fiscal year, 1887, the library had 214,070 visitors, showing the extensive usefulness of the institution. A project is now well under way for the construction of a suitable library building, lack of present accommodations making such a building a necessity. It is proposed to expend \$60,000 in its construction.

[Louis Heimrod is a native of Germany, having been born in northern Prussia in 1847. His parents belonged to the middle classes, the elder Heimrod being a physician in moderate circumstances. In his youth Louis Heimrod received the excellent education afforded by the German schools, and at the age of twenty years, in 1867, he passed his examination as a volunteer in the Prussian army. In the year following, the young man determined to emigrate to America, and make his fortune in the States. He accordingly bade farewell to the fatherland, and sailed for America in 1868, coming direct to Omaha. He remained here until the following year, when the wonderful development of new towns along the line of the Union Pacific Railroad, then in course of construction, induced him to migrate further West, and he located at Laramie City, Wyoming, where he engaged in the grocery business, under the firm name of Clark & Heimrod. After two years of prosperity, Mr. Heimrod returned to Omaha and remained until 1875. He then removed to Shreveport, Louisiana, where probably the most important event of his life occurred, save one—he married Miss Estafanney Romagosa. He spent six years in the South, doing a



LOUIS HEIMROD, MEMBER BOARD OF PUBLIC WORKS.

been liberal in giving both time and money to public enterprises. Among his own class he is highly respected and honored. He is president of the German Association, and president of the Turn-Verein, besides holding minor positions of honor in many other societies. With his colleagues, Messrs. St. A. D. Balcombe and Clifton E. Mayne, Mr. Heimrod was chosen last spring as a member of the Board of Public Works. During the period he has already served matters of very great importance to the city have been acted upon by the Board—matters requiring the expenditure of thousands of dollars. Mr. Heimrod has brought his business training into good use on the Board. He has been careful, conservative, though progressive, and his course has been such as to commend the judgment that selected him for the position. Mr. Heimrod is at present a wholesale and retail grocer, and does a large business.]

successful business, and having every inducement to remain, but his past life in Omaha had caused him to become so attached to this city, that it proved the magnet once more to draw him from his new home. He returned in 1881, and has lived here ever since. Mr. Heimrod is one of the representative German-American citizens of Omaha. It is a repetition of a truism to say that no class of foreign-born citizens have added more real strength to this country and its institutions than have the frugal, hard-working Germans. Mr. Heimrod is a good citizen. He possesses the respect and confidence of the community. He has always been energetic and wide-awake to push the interests of this city. He has taken a lively interest in all public affairs, and has

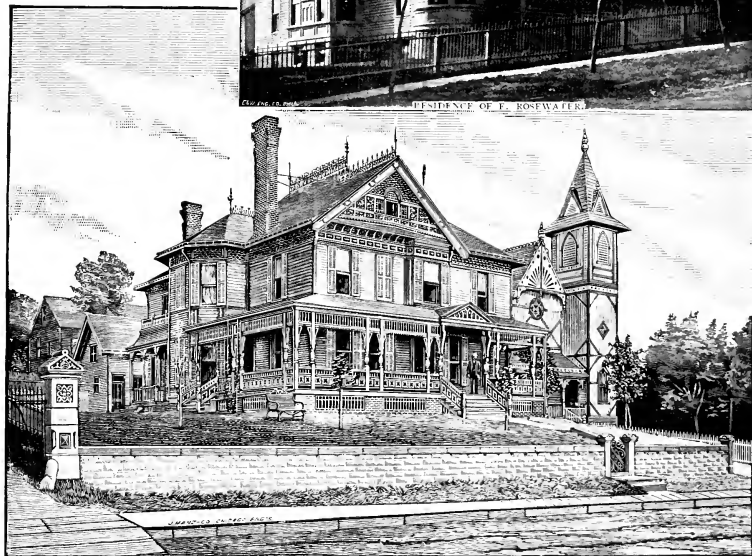
In the point of churches, Omaha is remarkably well supplied, having a total of sixty-seven edifices devoted to religious purposes, twenty of which were erected during the year 1887, and eleven during 1886—a fair criterion of the Christian spirit prevailing in the community. The churches are distributed as follows: Methodist, twelve; Presbyterian, ten; Congregational, nine; Baptist, seven; Catholic, seven; Lutheran, seven; Episcopalian, five; Evangelical, three; Christian, two; Jewish, two; Spiritualist, one; Unitarian, one; Latter Day Saints one. The total membership proper of these churches is estimated at 30,000, the Methodists and Catholics leading in point of numbers. Omaha is the seat of two religi-

ous sees, the Roman Catholic with the Rt. Rev. Bishop O'Connor at its head, and the Episcopal with the Rt. Rev. Bishop Worthington presiding.

Besides the convents, parochial schools, seminaries and colleges identified with the religious life of Omaha, proper respect must be shown to the Young Men's Christian Association, and the Woman's Christian Temperance Union, both of which organizations are in a flourishing condition and doing effective Christian service where needed. The Y. M. C. A. have in course of erection a splendid five-story block, which



RESIDENCE OF F. ROSEWATER.



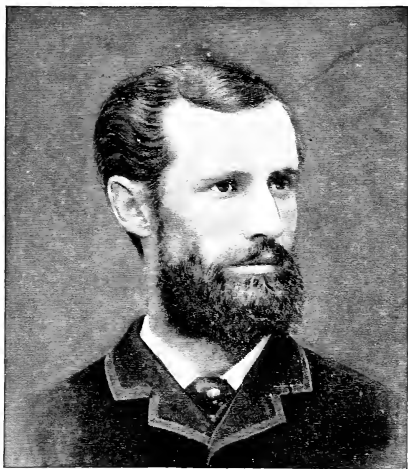
RESIDENCE OF P. J. KARBACH.

is to contain a gymnasium, library, reading and meeting rooms. The building will also contain a number of stores and offices for renting purposes, the revenue from which will make it self-sustaining.

St. Joseph's Hospital, in charge of the Sisters of Mercy, and largely sustained by the generosity of the Hon. John A. Creighton, is an institution of a semi-religious, semi-public nature. It is conducted under Catholic auspices, but is non-sectarian in its good and charitable work.

There is also in the city a free dispensary where the needy sick can receive medicine and attention.

[There is no name more closely identified with the wonderful growth and prosperity of Omaha in the past five years than that of Clifton E. Mayne, and a work devoted to the interests of this city would be incomplete without a sketch of his eventful career. Mr. Mayne is a native of Iowa, and was born in 1855. At the age of twenty he came to Omaha and entered the Western Union Telegraph Office, where he was chief operator for four years. At the end of that period he was induced to put his accumulated savings in an Iowa coal venture, which proved disastrous, and in 1883 he returned to Omaha, and engaged in the real estate business, since which time his success has been remarkable. He caught the first high flood of the Omaha boom, and each succeeding wave of prosperity has carried him on to fortune. He has been instrumental in securing large sums of Eastern and foreign capital for investment in Omaha, but he is more generally known for his remarkable success in handling new additions to the city, and thereby making it possible for the mechanic, clerk and laboring man to own their own homes. His liberal dealing has enabled this class to purchase lots and build with the same means that they previously paid for rents. In matters of public affairs, and public works, Mr. Mayne has always been to the front, and his course has been such that he was chosen last spring one of the members of the Board of Public Works, a position to which he is admirably fitted, and in which he gives the city rarely valuable service. In his private investments he has done much to develop the city. He invested his money in street car, motor and cable lines, with limits to the most remote additions, and his enterprise and confidence has enabled these ventures to be pushed to completion. He has always evinced the liveliest interest in the city, and has been a liberal subscriber to all public enterprises. His successful business career is another instance of the truism about printer's ink, he having expended thousands of dollars in this way. Mr. Mayne is yet a young man, being but thirty-two years of age. His confidence in Omaha has never abated, and it is stronger now than ever. He thinks the progress of the past few years will be more than duplicated in the future, and as



CLIFTON E. MAYNE, MEMBER BOARD OF PUBLIC WORKS.

he possesses the faculty, in a large degree, of making others think as he does, his hope in the city's future will result in much good. Mr. Mayne has very large interests in this city, and his business requires a vast army of clerks and agents. He recently made arrangements to still further increase his facilities, and will engage in the banking and brokerage business. His appointment as a member of the Board of Public Works gave general satisfaction, and his attention to the duties and usefulness as a member have served to increase the general confidence that caused his selection in the first place. Mr. Mayne possesses the confidence of all classes. His career has not been altogether free from trials and struggles, but his indomitable will, business sagacity and sterling energy have carried him safely through all. His natural resources have been wonderful, and at times when affairs looked actually hopeless for him his triumph has been such as to put all carping critics in the shade. Mr. Mayne is easily approached. He gives the same attention to the poor man seeking a small lot for his modest home as he does to the representative of Eastern millions looking for safe investment. The future of Omaha can well be placed in the hands of such energetic young men as Clifton E. Mayne.]

A bureau of charities has just been organized for the purpose of concentrated and systematic dispensing of assistance to the worthy poor. Leading citizens are enlisted in the movement and are giving it needed and hearty support.

Life and property are well conserved in Omaha so far as public accessories can command. The city has a metropolitan police force guided and controlled by a police commission, the members of which are appointed by the Governor of the State, and are thus independent of local political influences. The police force comprises at present about fifty well disciplined, uniformed men, including a chief, a day and a night captain and three ser-

geants. Patrolmen receive \$70 per month; sergeants, \$85; captains, \$100, and the chief \$150. The department has all the accessories of alarm boxes, patrol wagon, etc. It can be said, too, that in view of the great increase of Omaha's population, including people of all classes, that the city has been very well policed. During the past year great crimes have been few and rarely have offenders of any grade escaped the law.

Omaha's paid fire department is something of which its citizens are particularly and justly proud. In point of equipment and efficiency it is not excelled in any city in the Union. It, too, is under the control of the police and fire commission, but its excellence can be



RESIDENCE OF C. E. MAYNE.

most largely credited to its brave and efficient chief, John J. Galligan, who is excelled by none as a fire-fighter. When it is stated that the total fire losses for 1887 have been less than \$200,000, while the insurance companies have reaped over \$900,000 in premiums it will be understood that the city has first-class fire protection. The department has a total of 52 men, including a chief, his two assistants, a superintendent of fire alarm and 48 men distributed at six hose-house stations in desirable parts of the city. The department has two steamers, a chemical engine, and about 10,000 feet of hose. The steamers are never used, however, as the direct pressure pump of the City Water Works furnishes force enough to carry streams of water over the loftiest structure in the city. Excellent

equipment and capable efficient men have combined to give such an excellent protection from fire that in 1886 the underwriters made a reduction in insurance rates and still another reduction was made in 1887. While the police and fire departments are under the immediate direction of the police and fire commission, appointed by the Governor of the State, they are also measurably controlled by the Mayor and Council, in whom control

[Henry T. Clarke was born in Greenwich, Washington county, New York, April 26, 1834, and is a descendant of John Clarke, who settled in Rhode Island with Roger Williams. He was educated in the Greenwich Academy in his native town. In May, 1855, Mr. Clarke came to Nebraska and located at Bellevue, Sarpy county, where he entered upon a business career which has been marked with great success. During Mr. Clarke's residence at Bellevue he bought largely of lands in that place and vicinity and when the Pacific road was projected he expended much money and exerted his already great influence to secure to Bellevue the location of the road. That point had many topographical advantages over Omaha for a large city, but Omaha was a winner in the contest and hence Bellevue has remained to this day the small village it was then. Mr. Clarke was a member of the Territorial Legislature in 1864, and of the Territorial Council in 1865. He projected the Omaha & Southwestern railroad in 1869. In the earlier period of his residence in Nebraska he was largely engaged in contracting and building county and railroad bridges. In 1876 he projected and built the bridge across the North Platte river at Camp Clarke, thereby opening up the Sidney short route between Sidney, Neb., and Deadwood in the Black Hills, where he established a branch of his wholesale jobbing business. The same season he projected and established the Continental Pony Express, furnishing all the largest real estate owner in Nebraska, possessing some 50,000 acres of farming land in different counties of the state. His improved farms in the vicinity of Bellevue and other points of the state comprise about 5,000 acres, on which he has erected comfortable farm houses and outbuildings, and by his liberal treatment of tenants secures the best class of occupants. He is also a large cattle owner, having over 2,000 head on his different farms. In 1886 Mr. Clarke was prominently named for governor of the state on the Republican ticket, and but for the exceptional popularity of Gen. Thayer on account of his war record, would undoubtedly have received the nomination. In every movement calculated to promote the moral and business interests of Omaha, Mr. Clarke has been prominent. He is president of the Law and Order League, formed about two years since to secure a better enforcement of law and order in this city, and his co-operation is always sought—and never denied—in every good work.]



HON. HENRY T. CLARKE.

mountain districts in the Black Hills with mail, having from the United States government charge of the entire line, and having his postoffices in all the mining camps. In 1883 Mr. Clarke projected the Bellevue College, gave to it a tract of 265 acres on Elk Hill, in Bellevue, and erected a fine college building with a capacity of from 200 to 300 students, making it a free gift to the Presbyterian Church of Nebraska. In 1880 Mr. Clarke invested in the wholesale hardware business in Omaha, being at the same time largely interested in real estate in Sarpy and other counties. In 1883 he removed to Omaha and established here the H. T. Clarke Co. drug house, with a branch in Lincoln—two of the most extensive wholesale drug houses west of Chicago. In 1887 he sold out the Omaha house, but still conducts that at Lincoln, and has within the past year built an extensive block at the latter city for the accommodation of his increasing business.

Mr. Clarke is probably the

of the city finances is vested. The Council regulates, subject to the Mayor's approval, all expenditures of public moneys, except those devoted to educational purposes which are in charge of the Board of education. It may be appropriate here to give a summary of the city government. The Mayor is elected by the voters for a term of two years. The Council is composed of eighteen members, elected for two years, nine of whom are elected at large one year, i. e. by vote of all the citizens, and the other nine the next year by the respective wards. The City Treasurer, Comptroller and Police Judge are also elected by popular vote. The City Attorney and Assistant Engineer, Gas Inspector, Street Commissioner, Board of Public Works (three members), are appointive by the Mayor, subject to the approval of the Council. The City Clerk is elective by the Council. The Mayor,

the president of the Council and the City Clerk constitute the license board. The president of the Council is acting Mayor when the Mayor is absent from the city or incapacitated for duty. There are besides a number of minor offices, Building, Boiler, Sewer and Paving Inspectors, Viaduct Tenders, Special Police, etc., appointive by the Mayor, and subject to the approval of the Council. So wisely are the duties of the several city officials regulated, so many are the checks and counter checks placed upon them all by the municipal charter that Omaha is a very well governed city—none better in fact.



MURRAY HOTEL.

Board was reorganized, the membership fee increased from \$125 to \$250, and much new blood introduced. It was then decided to erect a suitable building, and on a desirable site, corner of Farnam and Sixteenth streets, was erected the splendid six-story structure, an illustration of which is presented in this volume. The building and site are valued at \$100,000, and it is estimated that the annual rentals will foot up \$35,000. The Board has a membership of about 250 of the leading business

men, capitalists and citizens. It is officered by a president, two vice-presidents, secretary, treasurer and board of nine directors. Semi-monthly meetings, or oftener, as occasion demands, are held and the energies and sturdy efforts of enterprising men are thus blended

One of the potent forces in bringing Omaha in to its high estate as a city, has been the Board of Trade. It was organized in 1877, by the business men and leading citizens for the purpose of advancing and building up the city's interests, and was always an effective agency. In 1885, when Omaha's position as a great city was beyond dispute, the



OMAHA BUSINESS COLLEGE.

in furthering the common good. Through the efforts of the Board of Trade, Omaha has been widely advertised in the East and many enterprises induced to locate here. The secretary of the Board is constantly replying to inquiries from parties looking for a place to locate, and in compiling and sending out statistical information concerning the city's standing and advantages.

[Samuel D. Mercer was born in Marion county, Illinois, June 13, 2842. He received his literary education at a select school conducted by Elder Mannahan, at Walnut Hill, Marion county, and later at McKendree College, Lebanon, Illinois, and his medical education at the Michigan University, the Chicago Medical College and at the Berkshire Medical College of Massachusetts, where he graduated. At the breaking out of the civil war, Dr. Mercer entered the 149th Regiment of Illinois Volunteers as assistant surgeon, and served with his regiment in Kentucky, Tennessee, Alabama and Georgia, until at Dalton, in the latter State, he was mustered out in February, 1866. On November 9, 1866, the doctor came to Omaha and immediately engaged in practice. In February, 1868, he proposed to the profession the appointment of a committee to correspond with the physicians throughout the State in regard to the organization of a State Medical Society, and the Nebraska State Medical Society was the result. For twenty years, until April, 1887, Doctor Mercer was actively engaged in the practice of his profession, during which time he held many honorary positions and was specially recognized as the leading surgeon of the Northwest. For eighteen years the Doctor was the assistant surgeon of the Burlington



DR. SAMUEL D. MERCER.

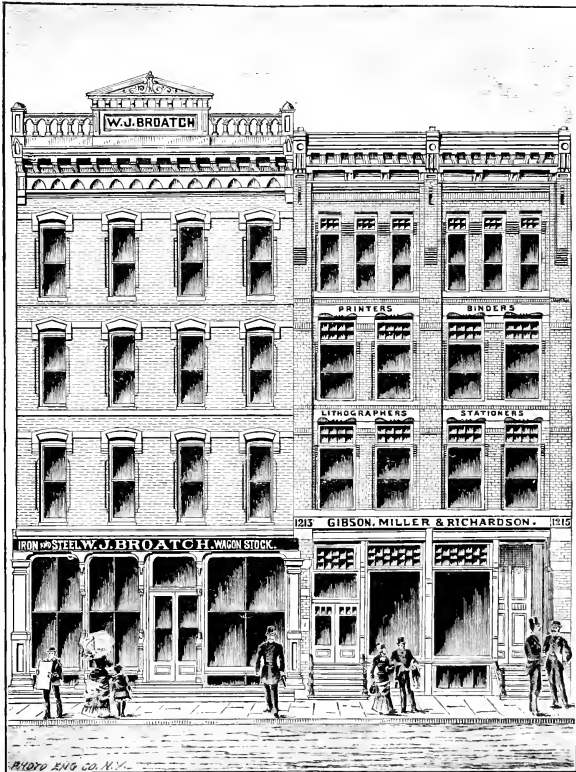
Mercer retired from the active practice of his profession in 1887, it was not to rest. Having acquired large real estate interests in Omaha, he engaged in enterprises calculated to benefit the city and develop his property, notably in the building of cable tramways and motor street railways, in which during the past year he has been especially active, overcoming obstacles that but few men would have cared to encounter. He is also largely interested in real estate and street railways in Plattsmouth, Nebraska. In Omaha he has devoted himself to the improvement and building up of Walnut Hill, one of the finest residence portions of the city, where he has built for himself one of the fine modern residences of Omaha, and where others of our wealthy citizens are following his example. In addition to these enterprises the Doctor has erected during the past year two of the largest and finest business blocks in the city, and has thus shown himself to be one of the most energetic and useful citizens of Omaha.]

and Missouri Railroad and for eight years the chief surgeon of the Union Pacific Railroad, and organized its medical department, which was in a prosperous condition when he resigned in 1885. Dr. Mercer organized the Omaha Medical College and held the chair of clinical surgery and afterwards the chair of surgery and clinical surgery in the medical department of the State University. He was president of the Board of United States Pension Examiners for many years, Secretary of the Nebraska Medical Association for seven years after its organization and a corresponding member of the Boston Gynecological Society. During the active period of his practice the Doctor found time for authorship, and published a work on spinal curvature and treatment of spinal diseases. When Doctor

In mentioning the organizations of the city, it will not be amiss to make reference to the secret and other societies which are so important a feature of the city's life. Almost every organization known to man has representation in Omaha. It is estimated that the total membership of the city's secret and benevolent orders reaches 10,000. The societies may be enumerated as follows: Masons, three lodges, two Chapters, one Commandery and six other lodges of higher Masonry. Odd-Fellows, five lodges, two Encampments, three Rebekah degree lodges; Knights of Pythias, fifteen lodges, ten divisions uniform rank. Ancient Order of United Workmen, three lodges. Benevolent and Protective Order of Elks, Legion of Honor, Order of Forresters, Order of Chosen Friends, Redmen, Royal Arcanum,

Clan Na Gael, two posts of the Grand Army of the Republic and twenty odd other benevolent orders in addition to the labor societies. The Masons, Odd-Fellows and Knights of Pythias own buildings containing their halls. The first secret order established in Omaha was the Odd-Fellows, January 1, 1856, and the next was Capital lodge of Masons, January 26, 1857.

By no means, an unimportant feature of the city's importance is its excellent newspapers, in number and quality of which Omaha is unexcelled by any city in the United States. It has at present five daily papers, the Republican, a morning paper, established in 1858, and now principally owned by S. P. Rounds and Cadet Taylor; the Herald, also a morning paper, established in 1865, now owned by Hon. John A. McShane; the Bee, morning and evening editions, established in 1871, and principally owned by E. Rosewater; the World, an afternoon paper, established in 1885, principally owned by G. M. Hitchcock; the News, an afternoon paper, started in 1887, by O. H. Rothacker, and the Tribune, a German daily established in 1875, and principally owned by F. G. Festner. These papers are all enterprising, liberally supplied with foreign and domestic news by cable and telegraph, keenly alive to local interests, and well edited in all respects. There are, besides, several weekly editions, and all are liberally sustained by the people of the city and tributary sections. It can well be said that Omaha's newspapers are unexcelled as an expression of the tone and character of the community and its intelligent citizenship.



WAREHOUSE AND OFFICE OF W. J. BROATCH.

The hotels of a city are always a very important consideration. Omaha in this respect is not provided in a degree commensurate with its importance. It has a total hotel capacity

[John McCreary was born in Morrow county, Ohio, May 21, 1832. when about eight years of age he removed with his parents to Southern Illinois, where he lived about five years and then returned to Ohio, and was employed about a year in the construction of the Little Miami railroad — the first built in Ohio. He was next engaged for five years in building telegraph lines in that State, after which he went to Mississippi, where he was engaged in railroad building for several years, and then returned to Springfield, Ohio,

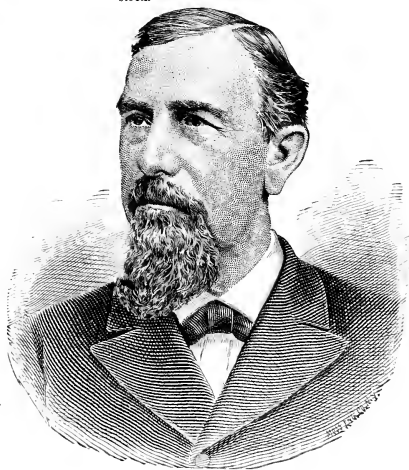


JOHN M'CREARY.

of about 6,000, of which about 1,000 may be termed first-class, 2,000 second-class, and the balance of a third grade. The hotels of the city are always over-crowded, and are all prospering in an extraordinary degree. It is conceded by all that there is need for another large first-class hotel, and a number of capitalists are now considering the formation of a company which will construct a hotel, that will be unexcelled even in Chicago. Indeed it may be said the project is well advanced, and that the building will be started before a twelve-month.

In the number and character of its buildings Omaha also ranks highly, as the illustrations in this work indicate. Brief allusion is here made to a few of them, of recent construction or at present under way. In point of height and cost of construction the building in course of erection by the New York Life Insurance Company at

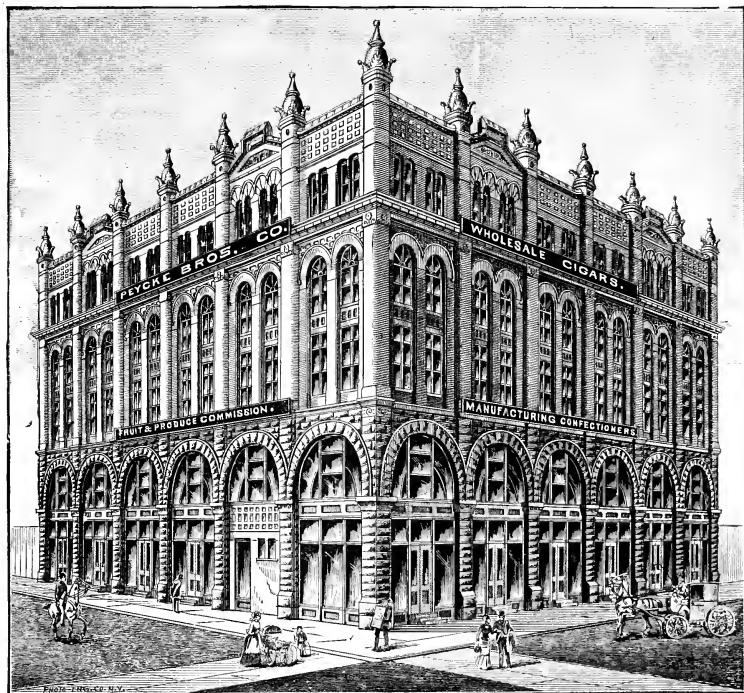
In 1855 he left there and went to Page county, Iowa, where he was engaged in shingle manufacturing for three years. In 1858 he closed out his business there and came to Omaha, where he has since continuously resided. In 1861 Mr. McCreary was again building telegraph, this time for the Union Pacific railroad company across the plains to Salt Lake City, after which the engaged in freighting across the plains for about four years, then in contracting for the Union Pacific on that company's road for about a year, after which he went into the raising of broom corn in Douglas County, and the manufacture of brooms, which he continued for two years, since which time he has devoted himself to his real estate interests in Omaha and to his ranche and stock raising in Wyoming Territory. It thus appears that Mr. McCreary's pursuits and interests have been of a more than usually varied character, showing much energy and business activity, and the result to him has been a well earned competency. His ranche in Wyoming lies about the headwaters of the Little Laramie river, within 18 miles of Laramie City, consists of 2,400 acres, all under fence, is stocked with 650 head of cattle, 250 horses and is the best timber sheltered ranche in the Territory. He is preparing to cultivate it largely, being convinced that farming will be more profitable in the future than the raising of large herds of stock.



W. F. SWEESY.

the New York Life Insurance Company at

the corner of Farnam and Seventeenth streets, undoubtedly outranks all others in the city. It will be ten-stories high and cost \$1,000,000. The big bank buildings are striking structures also. The United States National, five-stories and sub-basement, stone, southeast corner Farnam and Twelfth streets, the Nebraska National on the opposite corner, built of iron, four-stories and sub-basement, the Merchant's National, one block west on Farnam and Thirteenth streets, seven-stories and sub-basement, brick and brown-stone; the First National, five-stories and



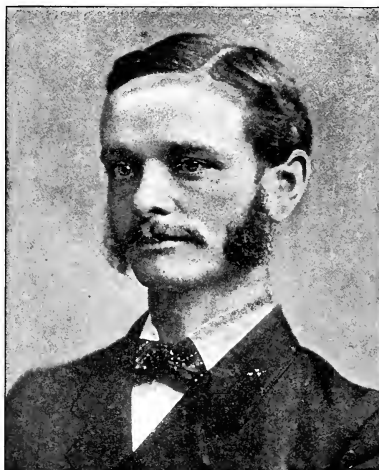
PEYCKE BROS. CO., COMMISSION MERCHANTS & MANUFACTURING CONFECTIONERS.

sub-basement, on the opposite corner, built of granite and brick, and the Omaha National, six-stories and sub-basement, on Thirteenth street, between Farnam and Douglas streets, built of pressed brick. The Board of Trade building is a six-story brick, located on the southwest corner of Farnam and Sixteenth streets. Diagonally opposite is the new Paxton Block, a six-story fire-proof brick structure, costing \$400,000. Three of the corners of Fifteenth and Farnam streets, are occupied by the six-story Barker Building, the five-story Paxton Building, and Boyd's Opera House, a five-story structure. Fifteenth street from Harney to Howard is occupied on the east side by the Ramge and Sheely blocks, both

ornate five-story brick structures. In the vicinity are the Meyers & Raapke Block, the Herald Building, the Withnell Block and the Granite Block, each large four-story structures. The Murray Block, a six-story brick structure built for a hotel on the corner of Fourteenth and Harney, adjoins the five-story Paxton Hotel, on Fourteenth and Farnam streets. The Millard Hotel is also a five-story structure on the corner of Thirteenth and Douglas

[John L. McCague, who in a few years has made his mark in the business circles of Omaha, was born in the city of Cairo, Egypt, October 6, 1853. His parents, the Rev. Thomas McCague and wife, were from Ohio, and went to Egypt as the first missionaries to the Copts in that distant and historic land. They remained there for six years. Returning to America they became residents of Iowa, and made that State their home from 1861 to 1867. In the fall of 1860 the subject of this sketch, being then eleven years old, came to Nebraska, his first place of residence in this State being Nebraska City. The family soon followed him. Although his parents had each been given a collegiate education, John L. McCague received only a common school training, very few of the Nebraska boys of the '60's and early '70's were sent away to college. In 1868 Mr. McCague entered upon his business career. His first employment was in the grocery store of L. V. Morse, who is yet one of Omaha's citizens. In the latter part of that year he entered the service of the old Transfer company, which transferred all passengers and freight across the Missouri up to the time of the completion of the Union Pacific. As far back as 1869 he gave evidence of his faith in the future of Omaha. In that year he invested his first savings in real estate. In 1875 he took a desk in the general freight office of the Union Pacific, under Mr. P. P. Shelby. In 1877 he was transferred to the office of J. W. Gannett, general auditor of the Union Pacific. Foreseeing the

perience in real estate, Mr. John L. McCague was frequently appointed as an appraiser for the condemnation of lands for railroad and other important purposes, as he was regarded as an excellent judge of values. He has an unquestioned reputation for honesty and enterprise. Although yet a young man, he ranks among Omaha's most prominent citizens and successful business men. He has grown up in Omaha from boyhood, and has won the esteem and respect of the community by his many years of hard and painstaking work and the straight-forward course which he has always pursued.]



JOHN L. McCAGUE.

rapid growth of Omaha, Mr. McCague in 1880 resigned his railroad position and embarked in the real estate business in which he soon met with marked success. The growth of his business increased with that of the city, and needing assistance he associated with himself his brother, William L. McCague, in 1881. When the private banking company of Caldwell, Hamilton & Co. was reorganized as the United States National Bank, the firm of McCague Brothers decided to engage in the private banking business. They opened an office in the fall of 1883 at No. 107 South Fifteenth street, where they still remain. They are now the oldest private bankers in Omaha. The growth of their business has been very rapid, and is now very extensive. At first the business was transacted by the two brothers and Mr. Alex. G. Charlton, now one of the firm. At the present time a force of eighteen clerks is required. In December, 1886, Thomas H. McCague, another brother, was admitted as a partner in the firm. During his ex-

streets. On the corner of Eleventh and Douglas, is located the Paddock Block, a large five-story brick, and one block east on Douglas is the Republican, a four-story brick. On the corner of Harney and Eleventh, is the fine five-story Millard Block, and on the opposite side of Harney, is a solid block of four-story brick buildings. One block south is the new Mercer and Woolworth Blocks, five-stories in height and extending from Eleventh to Twelfth streets. On the corner of Ninth and Jones, is the five-story Ames building, covering a quarter of a block of ground, and on Tenth and Jones is the big five-story Paxton & Gallagher wholesale grocery house. McCord, Brady & Co., have a large four-story block on Thirteenth and Leavenworth streets, and on Ninth and Leavenworth is the five-story McGavock Block. The Union Pacific general offices occupy the company's five-story block at Ninth and Farnam. The Burlington road has a four-story building for its general

offices, one block west. The Strang Building, the Rosewater Block, the Byers Block and the Arlington Block are other four-story structures worthy of mention. In course of erection are notably the seven-story Bee Block, at Seventeenth and Farnam streets, the Young



RESIDENCE OF G. W. HOLDREDGE.

Men's Christian Association Block, at Douglas and Sixteenth streets, and the Knights of Pythias Castle Hall. A conservative estimate places the amount of capital invested in business blocks, four-stories or over, at \$9,000,000. Other prominent buildings in Omaha are the Court House, the City Hall

(in course of construction), the High School, the Federal Building and the Exposition Building. It can well be said that in the number and character of its buildings, and the width and excellence of streets, Omaha is more metropolitan in aspect than any other Western city.

While it will be shown in that portion of this work which deals more particularly with South Omaha that the most extensive interest of the city is the meat manufacturing interest, a legitimate outgrowth of the fact that hogs and cattle are leading products of the city's tributary territory, the further fact must not be lost sight of that Omaha is becoming a great grain market—and this without a grain exchange, or any special effort



RESIDENCE OF C. ORCUTT.

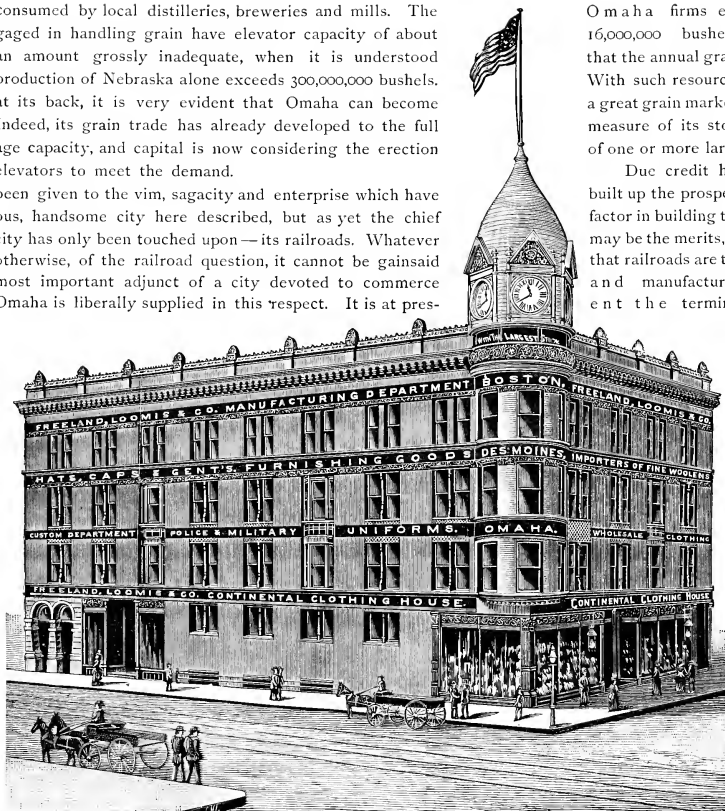
yet made to centralize the grain trade here. Nebraska and Iowa are essentially agricultural states, and naturally their chief city whence comes the articles consumed, should be a center for their farm products. The annual grain trade of the city amounts to about 12,000,000 bushels of all kinds of cereals, of which something over 1,000,000 bushels are

consumed by local distilleries, breweries and mills. The gaged in handling grain have elevator capacity of about an amount grossly inadequate, when it is understood production of Nebraska alone exceeds 300,000,000 bushels. at its back, it is very evident that Omaha can become Indeed, its grain trade has already developed to the full age capacity, and capital is now considering the erection elevators to meet the demand.

been given to the vim, sagacity and enterprise which have ous, handsome city here described, but as yet the chief city has only been touched upon — its railroads. Whatever otherwise, of the railroad question, it cannot be gained most important adjunct of a city devoted to commerce Omaha is liberally supplied in this respect. It is at pres-

Omaha firms en- 16,000,000 bushels, that the annual grain With such resources a great grain market. measure of its stor- of one or more large

Due credit has built up the prosper- factor in building the may be the merits, or that railroads are the and manufactures. ent the terminal



CONTINENTAL CLOTHING HOUSE, OMAHA BRANCH.

[The above cut represents the newly erected building of the Continental Clothing House of Omaha, Freeland, Loomis & Co., proprietors, and on the opposite page is a cut of the famous Boston house of the same name and of which the Omaha establishment is a branch. The business of the Continental Clothing House has been established in Boston for more than thirty years, where it has grown from a small beginning to be the largest of its kind in the New England States anywhere. The manufactory is located in the Boston house, where there are employed between five and six hundred hands, regularly, in the manufacturing of the stock for the Omaha and other branch stores of the establishment. The proprietors of the establishment have fixed upon Omaha as the most important point for the western distributing branch of their business, and will eventually transfer a large portion of their manufacturing to this city, where, in the near future, it is proposed to enter into competition with the large western wholesale markets of Chicago and St. Louis in supplying the demand of the great West and Northwest, which must look to Omaha for its supplies of every description. Recognizing in the varied character of Omaha's business life the surest pledge of its future prosperity, and also considering its position as a great commercial center, with the railroads radiating from it in every direction, and the great territory tributary to it, it is the purpose of the Continental Clothing House to cultivate and develop, as far as possible, its business interests in this city, which must grow to be second to none of the great cities in the West. With unequaled facilities as direct importers from all the markets of the world of fine woollens and merchandise in our line, and as among the largest clothing manufacturers in the United States it is our purpose to offer every advantage to the people of Nebraska and all the country tributary to Omaha that can be obtained in any of the markets of the United States. The Continental Clothing House is to become an Omaha institution, devoted to Omaha and Western interests, and with the purpose in view of developing the business in our line to the highest point of perfection possible.]

point of thirteen main branch lines and a number of others are projected. The first railroad to reach Omaha from the east was the Chicago and Northwestern, the first train arriving Sunday, January 17, 1867, the crossing being made on an ice bridge. In the spring of 1868, the Mississippi and Missouri River Railroad, now known as the Chicago and Rock Island, reached the city. Then came the Kansas City, St. Joe and Council Bluffs, and in the fall of that year, the Burlington and Missouri River Railroad in Iowa, now known as the Chicago, Burlington and Quincy, was completed. All these lines were drawn to Omaha by the prospective completion of the Union Pacific, the first great trans-continental road. Later came the Sioux City and Pacific, and the Chicago, St. Paul Minneapolis and Omaha, from the north, and the Chicago, Milwaukee and St. Paul from the east. These seven



CONTINENTAL CLOTHING HOUSE, BOSTON.

trunk lines from the east, south and north afford Omaha ample communication with those sections furnishing facilities of ingress such as are not excelled by any other city.

Of the means of egress, the lines which carry from Omaha the goods which its merchants sell and bring to this market, the products of the vast tributary region, the Union Pacific was the first and most important, the one to which Omaha is most indebted for its greatness. The origin of this great railroad enterprise, the location of the route, and the granting of aid in immense subsidies by the Government, are historical facts which are too well known to need repetition here. Suffice it to say that President Lincoln fixed the initial point of the main line on the 17th of November, 1863, by an order as follows: "At a point on the western boundary of the State of Iowa, opposite section ten, in township fifteen, north of range thirteen, east of the sixth principal meridian, in the Territory

of Nebraska." The company for the carrying out of this grand project having been organized, a dispatch was sent on the morning of December 2, 1863, from headquarters in New York, to Peter A. Day, the engineer at Omaha, to begin work. This news created the wildest enthusiasm, and it was determined to "break ground" that very day near the old ferry landing. After prayer by the Rev. T. B. Lemon, the first earth was removed by

[No man is better known in the Omaha real estate field than W. G. Albright, who, in a remarkably short period, has worked himself to the front rank. He was born at Fort Madison, Iowa, January 29, 1855, and began his business life at the early age of fourteen. His first experience was in the capacity of clerk in his father's dry goods store at Fort Madison. After acquiring a thorough knowledge of the business, he was admitted as a partner and continued as such for several years. In 1879 he engaged in the fire insurance business, in which he was quite successful. Mr. Albright came to Omaha in December, 1885. He saw the wonderful improvements and strides of progress that were being made by Omaha, and he became convinced that there was nothing that could return larger and quicker profits than investments in real estate, which was steadily advancing. "There is a tide in the affairs of men which, taken at the flood, leads on to fortune." So thought Mr. Albright, who, although he did not have a dollar for investment, launched forth with the tide on February 15, 1886. He met with success from the very start. Organizing a syndicate, he made his first venture in the purchase of Albright's Annex in August, 1886. This tract of land, adjoining South Omaha on the south, was platted, recorded and sold at auction by Mr. Albright within ten days after its purchase. This was the first successful real estate auction ever held in the State of Nebraska. The

was one year ago a farm, is to-day a thriving suburb of South Omaha, having a population of seven hundred. Over one hundred handsome cottages and numerous business buildings have been erected during this time. In addition to these two big ventures — the Annex and the Choice — Mr. Albright has done a general real estate business on an extensive scale. Within two years he has risen from the rank of an almost penniless stranger to the position of the leading real estate man in Omaha, and all by his own efforts. He has one of the handsomest offices in the city, as well as a branch office at Albright, and he employs a large force of intelligent, competent and energetic men. In the brief period of one year, Mr. Albright has established a splendid business reputation and has acquired a fortune.]

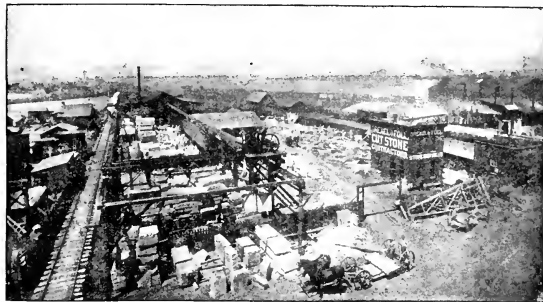


W. G. ALBRIGHT.

next purchase made by Mr. Albright consisted of 280 acres, now known as Albright's Choice. He bought this property in October, 1886, and his first sale in the Choice was made in January, 1887. Within six weeks after that he sold \$350,000 worth of this property, and one day he sold \$40,000 worth. Unlike the majority of real estate men who lose interest in an addition after selling a large portion of it, Mr. Albright has continued to exert every effort to build up and improve the property which he has put upon the market. He was mainly instrumental in the extension of the South Omaha dummy line and the erection of the handsome depot in the center of the Choice, which is now the terminus of the dummy line and known as Albright Station. This station has nineteen daily passenger trains. He also located the Omaha Carriage and Sleigh Company on the Choice. This company has put up fine buildings and will employ two hundred and fifty men. What

Governor Saunders and Mayor Kennedy of Omaha, and Mayor Palmer of Council Bluffs, assisted by Augustus Kountze, Engineer Day, George Francis Train, Dr. Atchison and others. Artillery salutes were fired, and the crowd cheered themselves hoarse. Speeches were made by Governor Saunders, Mayor Kennedy, Dr. G. C. Monell, Hon. A. J. Poppleton, A. V. Lannier, George B. Lake and George Francis Train. "The President of the United States shows his good judgment," said Mr. Train in the course of his remarks, "in locating the road where the Almighty placed the signal station, at the entrance of a garden seven hundred miles in length and twenty broad." Mr. Train predicted that the Union Pacific would be completed before the year 1870. This was a little too much for the audience to believe, and many laughed at him. He also said that in twenty years Omaha would have

one hundred thousand people. But Train was right. President Lincoln and many prominent men from all parts of the north sent telegrams to Omaha in regard to the auspicious beginning of the enterprise. Grading was begun on the Union Pacific in the spring of 1864. The sum of \$100,000 was expended on a due westerly course, when a change was made



DREXEL & FOLL'S STONE YARDS AND STONE SAW MILLS.

in the route, because of the unevenness of the country, which would not permit the road to be constructed rapidly enough to reach the one hundredth meridian in time to save the charter.

It was provided in the charter that the railroad that first reached that point should have the right of way as the main line to a connection with the Central Pacific,

which had been chartered by the State Legislature of California. At that time the Kansas Pacific was pushing rapidly ahead, and having railroad connections at its eastern terminus it had the advantage of the

Union Pacific in obtaining quick transportation of supplies. Fifty miles were completed and in running order by the first of January, 1866, when the road reached the level country of the Platte Valley, the work was pushed more vigorously than ever and the result was that it reached the one hundredth meridian in advance of the Kansas Pacific, its competitor in the race. It should be borne in mind that there was yet a break in railroad communication between Omaha



M. A. DISBROW & CO.'S FACTORY.

and Des Moines, a distance of 193 miles, and consequently everything had to be transported by teams from that point, or by steamboats up the Missouri river. The first engine of the Union Pacific shops in this city, a seventy-horse-power, was transported in wagons from Des Moines. These shops were started soon after the work of building the railroad was begun, and were completed in the fall of 1865. During the year 1866 there were laid 260 miles of the Union Pacific track; 240 miles in 1867, and from January 1, 1868, to May 10, 1869, 540 miles were laid, completing the road in three years, six months and ten days from the time it was started and about seven years sooner than the limit fixed by Congress. The connection of the

Union Pacific with the eastern railways was made by means of ferryboats in the summer, and an ice bridge in the winter for several years. The initiatory steps for the building

[Mr. M. A. Upton, who is one of Omaha's leading real estate men, was born in Brooklyn, N. Y., December 24, 1847. At an early age he came west and engaged in various occupations. During the past seventeen years he has lived in Council Bluffs and

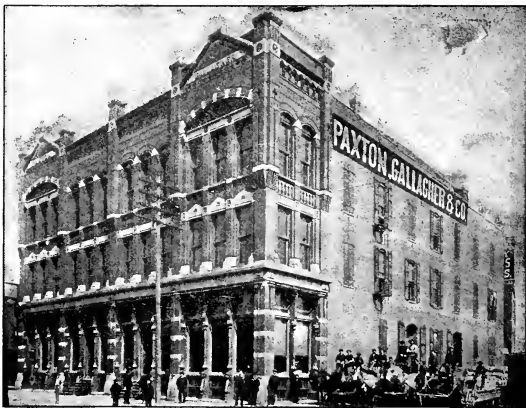
known to everybody. South Omaha in less than four years has become a city of nearly 7,000 people. It is the third packing center and live stock market in the Union. Among the enterprises that have made the city, are the packing houses of Hammond, Fowler, Armour, Swift and others. It is safe to say that within three years South Omaha will be a city of 25,000 people. Mr. Upton has contributed largely in various ways to the wonderful results that have been accomplished in South Omaha. He is now engaged in the real estate business in Omaha, and is ranked among the most enterprising and successful men in that line. His reliability and integrity are unquestioned. He believes in the liberal but honest use of printer's ink, and knows from experience that wonders can be achieved by judicious advertising. He abhors all "wild-cat" schemes and promises that cannot be strictly carried out.]



M. A. UPTON.

of a bridge had been taken in 1866 by getting an act passed by Congress providing for a

charter, and a bitter fight ensued as to the location of the bridge, but the location where the bridge now stands was finally agreed upon. Omaha voted \$250,000 in bonds in consideration that it should have the main transfer depots, general offices, machine shops, etc. Council Bluffs voted \$200,000 in bonds on the same condition, but the company accepted Omaha's proposition. The bridge was completed March 25, 1873. A new bridge, having a double track, a wagon



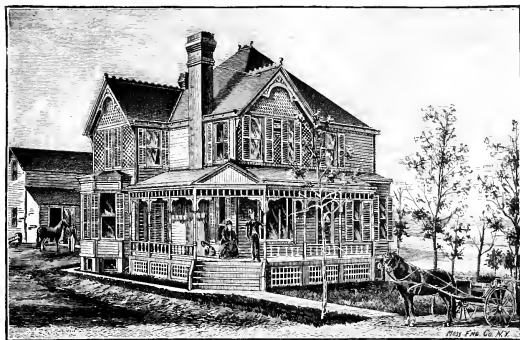
PAXTON, GALLAGHER & CO.'S BUILDING.

bridge and a walk for pedestrians, has replaced the old bridge, the work of construction having recently been completed. It is a much more substantial bridge than the old one was, and was

put in position upon the same location without interfering at all with the passage of trains. The Union Pacific Railway has seen many vicissitudes, change of ownership and control and has made and unmade the fortunes of many people, but from its completion to the present time, it has continued to grow in importance as the great trans-continental

line. The construction of branch lines has greatly aided its revenues, and if remedial legislation can be secured from Congress, as it is hoped, its future will be well secured. The most important of its branch lines is the Oregon Short Line, which, in connection with the Oregon and Navigation Road, recently acquired by lease, gives the Union Pacific its own continuous line from Omaha to Portland, on the Pacific coast.

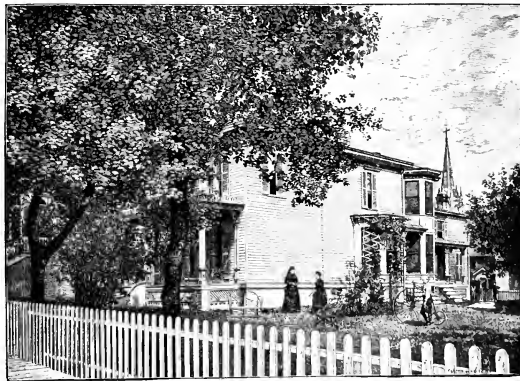
The development of the



RESIDENCE OF F. M. ELLIS.

country by the Union Pacific can be most easily demonstrated by citing a few figures. In 1876 the tonnage handled by the road at Omaha and Council Bluffs, was 1,259,894,897 pounds.

Ten years later in 1886, the tonnage handled at the two cities amounted to 4,324,709,483, an increase of 243 per cent., Omaha handling considerably over one-half of the total amount. The Union Pacific now owns 4,575 miles of road, and controls 1,422 additional miles, all operated from Omaha. Its lines tap the richest agricultural and mineral lands in the world, covering a vast region which is being rapidly developed, increasing the fruitage which Omaha exacts as tribute. The head-



RESIDENCE OF G. I. GILBERT.

quarters and main shops of the road are located here, and the number of its employees reaches over 2,000. It is indeed a great Omaha institution.

In 1869, prominent business men of Omaha organized the Omaha and Northwestern Railroad, with James E. Boyd, president, and constructed the road to Herman. It proved an important feeder to Omaha and remains so, though it has since become a part of the

[W. J. Broatch was born in Middletown, Connecticut, July 31, 1841, and was educated in the common and high schools of his native town. When seventeen years of age he went to Hartford where he resided until the civil war broke out, when he enlisted in the



MAYOR W. J. BROATCH.

Eighth Connecticut volunteers. After serving with that regiment a year and a half, he left it and entered the regular army. During the war his first service was with Gen. Burnside in the North Carolina expedition and he was at the capture of Roanoke, etc. Later he was with Gen. Grant in the army of the Potomac at Spottsylvania, the Wilderness, etc. He first came to Omaha in 1866 as aide on the staff of Philip St. George Cooke, at which time the Department of the Platte was created. Later he was detailed by President Grant to take charge of Indians, and was assigned to duty under the Department of the Interior at the Yankton Indian Agency. After a year's service there he asked to be placed on waiting orders, with a view to leaving the service and resigned his captain's commission in the regular army, December 31, 1870, and went to Ohio where he engaged in business. On March 1, 1874, Mr. Broatch came to Omaha and established himself in the heavy hardware business, which he has successfully conducted ever since. He has been an active and public spirited citizen, taking an interest in all movements calculated to promote the material progress of Omaha. He has for years been a member of the board for the improvement of the Missouri river, is a member of the Omaha Board of Trade and of the Omaha Freight Bureau. He was a member of the school board in 1878-9 and was elected to the State Legislature in 1880 for two years. In June, 1887, he was elected Mayor of Omaha under the amended charter to serve until January, 1890. As such he is ex-officio president of the Board of Fire and Police Commissioners, which body was provided for in the new charter to give to the city a system of metropolitan police.

The inauguration of new systems in city government and the enlargement of its powers necessarily involve much labor and wise discretion on the part of those charged with official responsibility, and Mr. Broatch has applied himself to his new duties with a zeal that cannot be questioned.]

[C. S. Goodrich was born in Warren, Warren county, Pennsylvania, July 5, 1842. As a boy he learned the printer's trade, and came to Omaha with his parents April 6, 1860. Here he worked at the case on the Weekly Republican and later on the Omaha Nebraskan. When the Daily Telegraph was started, of which Henry Z. Curtis, a son of the late Major General Curtis, was editor, Mr. Goodrich worked at the case upon it with C. W. Sherman, the present editor of the Plattsmouth Journal. The Telegraph was announced to be published simultaneously in Omaha and Council Bluffs and four hundred copies were printed daily, two hundred of which were sent by a boy on a pony across the river for distribution there. Mr. Curtis was afterwards killed during the Kansas troubles by Quantrell in the Lawrence massacre. During the Indian scare under Gov. Alvin Saunders' administration, Mr. Goodrich was a captain of a militia company raised for home protection, and he admits that more women and children were scared by the militia men than by the Indians, who never came near the town. Mr. Goodrich was engaged in mercantile pursuits for twenty years in Omaha previous to 1887, when he retired. In 1885 he was elected to the city council for two years, and in June, 1887, under the new charter, he was elected city comptroller to serve until January, 1890, being the only candidate on the Democratic general ticket elected. Like others of the pioneers of Omaha, Mr. Goodrich has seen the little village grow to be a great and flourishing city, and the State in its marvelous development, keep pace with it.]

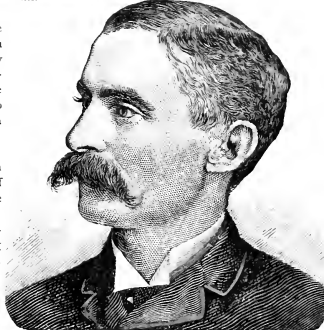


COMPTROLLER C. S. GOODRICH.



POLICE JUDGE LOUIS BERKA.

therefore especially fitted for the official position he fills, and to which he was appointed last March by Mayor James E. Boyd, whose excellent judgment was confirmed by the present Mayor, W. J. Broatch, who re-appointed him in May. The term expires January, 1890, and Mr. Tillson has over two years still to serve. Since coming to Omaha, Mr. Tillson has had charge of the construction of not only all the sewers, but of the street paving in the city as well. He has kept these apace with the marvelous growth of the city. Having been actively engaged in the Public Works since their inception until the present time, he has had an opportunity to see all that has been done, and improve in the future that which has been good and avoid what few mistakes have been made. Mr. Tillson was recently married, wedding Miss Mollie E. Abbott, at Lancaster New Hampshire, October 5th, 1887.]



CITY ENGINEER GEORGE W. TILLSON.

[Dr. John B. Ralph was born in Wilmington, Delaware, September 25, 1841, and received a common school education there, and later at Mendota, Illinois, to which he removed with his parents in 1857. In 1862 he enlisted in an Illinois regiment and was assigned to duty as Assistant Hospital Steward, where he began the study of medicine. At the close of the war he entered the Marine Hospital, at Chicago, as a student, and graduated at Rush Medical College in 1867. Began practice at Mendota and about a year later removed to Sterling, Illinois, where he continued to practice his profession until 1882, when he came to Omaha and established himself in a successful practice here. In May, 1887, he was appointed City Physician by Mayor Broatch and confirmed by the council, becoming, by virtue of that office, Secretary of the Board of Health. Dr. Ralph is a member of the Nebraska State Medical Society and also of the Douglas County Medical Society, and is esteemed to be one of our most reputable physicians, the result of conscientious and untiring devotion to his profession, the complete mastery of which stimulates his greatest ambition. Considering the comparatively short time he has been located in Omaha, Dr. Ralph has attained a position of prominence in the profession seldom reached; and his calls take him among every class of the community.]



CITY PHYSICIAN DR. JOHN B. RALPH.

[Louis Berka was born in Bohemia, April 28, 1855, and came to this country with his parents in 1862. The family settled in Genesee county, Michigan, and engaged in farming. Mr. Berka received a district school education and afterwards attended the high school at Flint, Michigan, until he was 17, when he learned the trade of marble cutting, at which he worked for some time as a journeyman and afterwards carried on the business on his own account at Pontiac, Mich. In 1880 he entered the Michigan University at Ann Arbor and studied law. In the spring of 1883 he graduated and was admitted to the bar, upon which he came directly to Omaha and established himself in practice. In 1885 he was elected Justice of the Peace for two years, and so acceptably discharged the duties of the office that in May, 1887, he was elected Police Judge under the new charter, to serve until January, 1890.]

[George W. Tillson, City Engineer, was born in Thomaston, Maine, December 18, 1852, where he lived until he reached the age of 20 years. He attended the public schools and prepared himself for College, entering the celebrated Bowdoin College, at twenty. He took the course of Civil Engineering and graduated from that department in 1877. For three years Mr. Tillson taught in the preparatory schools of Maine and Massachusetts, studying his profession, meanwhile. In 1880 he received an appointment under Col. George E. Waring, Jr., the celebrated engineer, who at that time was constructing an entire new system of sewerage for Memphis, Tennessee, which was made necessary for sanitary reasons because of the terrible visitation of yellow fever the two previous years. The system at Memphis is the most complete and the very best in America. After leaving Memphis Mr. Tillson went to Kalamazoo, Michigan, where he planned and superintended the construction of a sewer system. In 1884 the city of Omaha adopted the Waring sewer system, and in October of that year Mr. Tillson came here to take charge of the work. Every property owner in the city knows how well the work has been done. All public improvements were then in their incipency. Mr. Tillson had the rare opportunity of being engaged in their development. They have grown to their present thorough completeness under his eye, and the most of them under his direction. He is



ALEXANDER.



BECHEL.



BAILEY.



BEDFORD.



COUNSMAN.



BURNHAM.



LOYD.



HASCALL.



LOWKY.

THE CITY COUNCIL.

WM. H. ALEXANDER, Alderman from the Seventh Ward, is a native of Connecticut. When thirteen years of age he had finished the course of study provided by the public schools and immediately took up advanced branches under Thos. Hart Fuller, of Yale, and others. At seventeen, having a natural inclination and aptitude for the legal profession, with mental and physical ability to meet its exacting requirements, Mr. Alexander began the reading of law with Hon. John T. Wait, now member of Congress from Connecticut. His father's ill-health, however, and other circumstances resulting from it, interrupted the legal study and shortly thereafter he set out to bear his part in the actual work of life. He taught in the public schools for nearly three years with gratifying success and was always an intelligent force in literary, social and religious affairs. In the fall of '71 he left the old New England home for the more progressive West. At Quincy, Ill., Mr. Alexander engaged as salesman with the Whitney & Holmes Organ Company, and after six months' service was appointed superintendent of agencies with general power of attorney and the whole West for a field. The opportunities thus afforded for gathering information were promptly taken advantage of, and but few men are better posted concerning the great Northwest than he. During his eight years of service with the organ company he was accredited correspondent of the Quincy Daily Whig. He prepared, among other interesting matter, historical sketches of Minnesota, Wisconsin and Kansas, which were widely copied and read. He attended the National Republican convention at Cincinnati, and reported the great Blaine meeting at Peoria in 1876; was with Colfax at a grand tri-county gathering in Farmer City, Ill., and at his request reported the proceedings for the Chicago Inter-Ocean. The acquaintance then formed with that distinguished gentleman ripened into warmest friendship that lasted till his death. From 1879 to 1883 Mr. Alexander had charge of the extensive furniture house of Jansen Bros. & Co., at Lincoln, Nebraska; was one of the organizers of the Board of Trade in that city; secretary of the Union Club, and was recognized as an active and valuable citizen. He came to Omaha in January, 1883, to take a position with Hewey & Stone in their mammoth furniture establishment. When the contract for "Twenty Years of Congress" was made with Mr. Blaine, Mr. Alexander was offered the general western agency for that great political platform, and has since held control of its sale in the Trans-Missouri States. He has been quite largely interested in real estate, being now connected as senior partner with the firm of Alexander & Brigham, real estate and loan brokers. He stands high in the estimation of the people, and particularly so in the ward he represents in the Council. Mr. Alexander is a fine speaker, a genial companion, of unimpeachable integrity, and if so inclined could doubtless make his mark in a public way. He has a wife and two daughters, a pleasant home, and ought to be satisfied with life as it falls to his lot.

WILLIAM F. BECHEL was born in Canton, Ohio, February 27, 1841. In 1848 he removed with his parents to Akron, Ohio, and was educated at Hiram Institute, Hiram, Ohio, the late President Garfield being a professor there at the time. In 1864 Mr. Bechel enlisted in Company C, 107th Ohio Volunteer Infantry, and served as second lieutenant of his company until 1862, when he resigned and entered the service of the Union Express Company at Akron. Subsequently he removed to Chicago, where he continued in the same business until 1868, when he removed to Sacramento, Cal., taking a position as cashier of Wells, Fargo & Co. In 1870 he was transferred to Kansas City, Mo., holding the position of secretary to Mr. Cooper, superintendent of the company there. In 1875 Mr. Bechel left the Wells, Fargo company to accept the position of auditor of the Kansas Pacific railroad express company, and in 1878 came to Omaha in the service of the same company. On November 1, 1879, the Pacific Express Company was organized and Mr. Bechel was appointed auditor, which position he still holds, and in addition was in January, 1880, elected the secretary and a director of the company. The Pacific Express Company covers the territory from Toledo and Detroit in the East, to San Francisco and Portland on the Pacific, operating by rail, steamship and stage 20,000 miles, and by connection with other companies it reaches all eastern and southern Atlantic ports. The holding of such responsible positions as director, secretary and auditor in a company doing such a vast business, sufficiently testifies to Mr. Bechel's business capacity. In 1884 Mr. Bechel was elected to the City Council for two years, and in 1885 was made president of that body. In 1886 he was re-elected for two years and again made president. On the reorganization of the council in 1887 under the new charter, Mr. Bechel was elected president for the third time, and by his thorough knowledge of parliamentary rules, the promptness of his decisions and the facility with which he disposes of business, the council is largely aided in its work. The system of city improvements—grading, paving and sewerage—had only been entered upon the year before Mr. Bechel went into the Council, and to his intelligent and public spirited co-operation as president of the Council is the city largely indebted for the faithful and efficient continuance of that system which is giving to Omaha as fine streets as any city in the country possesses. Mr. Bechel was also largely, if not chiefly, instrumental in securing the location of the city hall on Fernam street opposite the court house, thereby so concentrating the courts and offices of the county and city as when the city building shall be completed, to greatly expedite the public business. Any city may consider itself fortunate in the possession of citizens who, like Mr. Bechel, have the capacity and willingness to serve it, and the integrity which assures that the service will be faithfully and conscientiously rendered.

FRANCIS A. BAILEY was born in England, July 6, 1833, and came to this country with his parents in 1850, settling at Cleveland, Ohio. Having learned the trade of brickmaking he established himself in that business at Cleveland before he was twenty-one, and continued in it until April, 1869, when he came to Omaha and engaged in the same business, for the first year alone, and afterwards in company with the late Samuel Jeffery. After his death, Mr. Bailey formed a partnership with Mr. Ole Olson, which still continues. The firm is largely engaged in contracting and building, using the entire product of their brick yards in their own building contracts. Among the fine buildings erected by them in Omaha as contractors is the Millard Hotel. Mr. Bailey was an early investor in real estate here, having bought ten acres west of Creighton College which has become by the progress of the city very valuable. In 1885 Mr. Bailey was first elected to the Council as an Alderman-at-Large, and in 1887 was re-elected under the new charter to serve until January, 1890. This is the only official position which he has held, but as an active business man he became a member of the Board of Trade on its organization, and is a zealous promoter of the best interests of Omaha.

JEFFERSON W. BEDFORD was born in Lafayette county, Missouri, June 3, 1845, received his education in the common schools and at the Masonic College, Lexington. In 1862-3 he was a member of the Third Colorado Cavalry, engaged in quelling Indian troubles on the plains. His regiment was a part of Col. Chivington's command at Land Creek, where such a terrible slaughter of Indians occurred as to completely end their further depredations in that quarter. In 1866 Mr. Bedford engaged in merchandising at Lexington, Missouri, and there continued until 1877, when he went to Joplin, Missouri where he established a branch store and engaged in coal mining at Pittsburg, Kansas. In 1880 he went to Rich Hill, Missouri, where he opened up coal mines for the Missouri Pacific railroad, remaining there as superintendent for the company until 1882, when he resigned and came to Omaha. Here he engaged in the coal and real estate business, from the latter branch of which he retired in January, 1887, to give exclusive attention to his large coal trade. In May, 1887, Mr. Bedford was elected to the City Council under the new charter, to serve until January, 1890. He is interested in various enterprises, besides his special business, as stockholder, etc., and is one of the active and representative citizens of Omaha.

JACOB M. COUNSMAN is one of the quiet members of the Council. He is conservative and careful, but always on hand, and although naturally of a retiring disposition, he takes a deep interest in the proceedings and thoroughly posts himself on all important city matters before acting. He was elected from the Fifth Ward last spring on the Republican ticket. Mr. Counsman is one of the pioneers of Omaha in the Council. He is of German descent, was born in Blair county, Pennsylvania, on his father's farm, in 1837, and lived there until 21 years of age. He learned the trade of a carpenter and builder, which he has followed ever since, while living at home he was married to Miss Arabella Redmond, and with his young wife he left the old home and came West in 1856. He selected Omaha as the most likely town with a promise of the future, and set himself up in a small way as a carpenter and builder. His business has grown and prospered, and to-day he is one of the largest contracting builders in the city. Mr. Counsman has always taken practical control of his work, and as he is a fine mechanic himself he always gives satisfaction. The result is that his business has grown to such proportions that it has made him rich. Mr. Counsman is a wide-awake, progressive man. He is enterprising and hardworking. He is held in high esteem by business men and capitalists and is popular with the labor classes, which latter he belongs, being a member of their different organizations and high in their confidence. His election was due to his being a representative workman, and he has been mindful of their interests during his term.



FORD.



CHENEY.



MANVILLE.



KIERSTEAD.



LEE.



KITCHEN.



KASPAR.



VAN CAMP.



SNYDER.

THE CITY COUNCIL.

LEAVITT BURNHAM was born in Essex, Essex county, Massachusetts, September 8, 1844. His educational advantages were confined to the common district schools of New England, and terminated at the age of 15, when he learned the carpenter trade and worked at it till he was 21. He first came to Omaha in 1867, and again in 1869, since which last named date he has resided here continuously. During 1867 and 1869 he was engaged in surveying on the plains for the United States Government. In 1870 he entered the office of the late Watson B. Smith, Clerk of the U. S. Circuit Court, under whom, and later under the Hon. A. J. Poppleton, he studied law, and was admitted to the bar in 1872. He continued to practice his profession until March, 1878, when he was appointed Land Commissioner for the Union Pacific Railway company, which office he filled until June, 1886. For several years Mr. Burnham has served as a member of the Board of Regents of the State University of Nebraska, and in May, 1887, was elected to the City Council under the new charter, to serve until January 1890.

JOHN F. BOYD was born in North Brookfield, Massachusetts, September 10, 1846, and received his education in the common schools, of his native town. In 1865 he came to Omaha and engaged in the cattle business as a dealer. Continuing this up to 1879, he undertook the construction in that year of the Stock Yards in Council Bluffs, and when completed he was appointed superintendent, which position he still holds. In 1884 he was employed to construct the Union Stock Yards at South Omaha for the same company, and when finished he was also made superintendent there. Practically, therefore, the immense stock business of these two points has for years passed through the hands of Mr. Boyd, as the active manager of these two yards. In May, 1887, he accepted his first public office, being then elected as one of the Councilmen-at-Large under the new charter, to serve until January, 1890.

ISAAC S. HASCALL was born in Erie county, New York, in 1831; studied law in Buffalo and also in the office of Hon. L. Morris at Mayville, Chautauqua county, N. Y., and was admitted to practice in all the courts of the State at a general term of the supreme court held in Buffalo in 1853. In 1854 he traveled through many of the southern states and then went to Kansas, passing the winter of 1854-55 at Ft. Riley. In the spring of 1855 he visited Nebraska and in the fall of that year returned to the State and was engaged in townsite platting and other lands in Nemaha and Otoe counties. Returning to Kansas he began the practice of law at Atchison, in partnership with Janius T. Hereford, continuing there four years, during which time he was elected to the constitutional convention of Kansas and served therein. On leaving Atchison he went to Colorado, Oregon, and into the mining regions of the territories, finally locating at Idaho City, Idaho, where he remained until the fall of 1864, when he went to California and thence by the Isthmus of Panama to New York. Mr. Hascall spent the following winter in further travel through different States, and in March, 1865, reached Omaha, where he has since continuously resided. During his residence in Nebraska Mr. Hascall has been prominent in official life. He has been a member of a State constitutional convention of Nebraska, twice State Senator, Probate Judge, and is now serving his third term as a member of the City Council, where he is active in promoting all public improvements.

THOMAS J. LOWRY was born in Wales, November 12, 1847, and came to this country with his parents in December of the same year, landing at New Orleans. In the following May his parents removed to Muscatine, Iowa, where he continued to live receiving education in the common schools. In 1862, when fifteen years of age, he joined the Thirty-Fifth Iowa Volunteers and went south to Memphis, where a great many of the men were prostrated with sickness, young Lowry among the number. His father went down and took him home, and this ended his military experience. In April, 1865, he came to Omaha and entered the service of the Union Pacific Railway Company and so continued for twenty years until 1885, being employed in various capacities on trains and at stations, the last six years being in charge of the baggage station at Council Bluffs. In 1885 he resigned and engaged in the grocery business, which he sold out the next year. In April, 1886, he was elected to the city council for two years and has since given much of his time to city affairs.

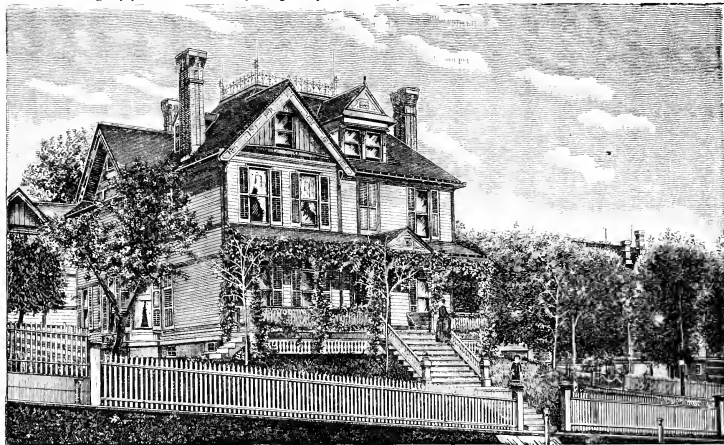
PATRICK FORD is a self-made man. He has come up from the ranks and is a product of the masses. Ten years ago he came to Omaha without a dollar, and was obliged to take the wages of the common laborer to keep the wolf from the door. Now he is one of its best known citizens, enjoys a handsome fortune, has held several important public offices which he has filled with ability, and can afford to smile at the reverses of fortune met with in early life. Mr. Ford is a native of Sligo county, Ireland, where he was born May 12, 1837. His youth was spent in his native country, and at arriving of age he followed the example of so many of his countrymen, and emigrated to this country, landing at Castle Garden, March 12, 1859. Three days afterwards he was engaged to labor in the Hocking Valley mines in Ohio. Mr. Ford lived in Pittsburg until 1864, earning his living working in tunnels and mines. He then moved to Maryland, where he made and lost his first start in life. He lived there until 1877, and by fortunate speculations with his savings amassed a fair competency which he lost during the great labor strike of that year. In the fall he removed with his family to Omaha, and commenced life again as a section hand, working for \$1.30 per day. He was appointed on the police force, and served two years, at the end of which time he was made Street Commissioner, which latter office he held for two years. Mr. Ford was then chosen to represent the Third Ward in the City Council, and is now serving his second term. In 1885 he was the democratic nominee for Sheriff. Mr. Ford has a great personal following in his ward, and in the city, with whom he is very popular. He is one of the strongest men in the Council and wields a large influence in the affairs of the city. He is happily married, and has a bright family of three children, two boys and one girl.

CHARLES CHENEY, the member from the Fifth Ward, is one of the younger men in the Council. He is a Green Mountain boy, and was born in Northfield, Vermont, December 12, 1850. His father was a machinist, and during most of his life was employed in railway shops and on construction. When Charles was still a baby in arms the family moved to Indiana, where they lived six years, and thence when still further west, to Galesburg, Ill., where the elder Cheney held the position of Division master mechanic of the Chicago, Burlington and Quincy railroad until the time of his death, which occurred ten years later. During his youth young Cheney attended the public schools and took a course at Lombard College, acquiring a useful education. He was a natural mechanic and selected for his sphere in life that trade in which his father had earned an honest living. He accordingly became a machinist and worked at the trade until 1879, when, his father having died in the meantime, the young man struck out for himself and came West, locating in Omaha. He secured a position with the Union Pacific railroad in the company's shops. He has been continuously in the company's employ for the eighteen years he has been in Omaha. He is a faithful employee and is held in high esteem in the mechanical department by his superiors, and is popular with his fellow-workmen and his subordinates. He has the reputation of being one of the most skillful machinists in the employ of the Union Pacific. Mr. Cheney was elected to the City Council last spring as a Republican, carrying the ward by the largest majority of any man on the ticket. He is not a politician, but the citizens of the Fifth Ward believed that he would watch the interests of the tax payers and deal with city affairs as an honest man. He has done so. There has been no flummery nor demagoguery about his course in the Council. He is opposed at all times to public and private jobs, and stands high as a maker of his own life, his word and votes are effective in support of the right and the just measures at all times. Mr. Cheney is happily married and lives a quiet domestic life at his home, 518 North Fourteenth street. His wife was Miss Maggie Fleming, daughter of Mitchell Fleming, whom he married in this city in 1874. They have two children, both girls.

F. W. MANVILLE was born in Genesee county, New York, April 26, 1833. When four years old his parents, as members of a colony formed at Genesee, New York, emigrated to Illinois and named their prairie settlement Genesee, after the old eastern home. From its earliest settlement Genesee, Illinois, has always been noted for its interest in schools. The founders of the town did not wait even to build a log school house, but set up a skeleton structure formed of upright crocheted poles, across which others were laid and covered with the canvas covers of their wagons, and Mr. Manville remembers distinctly attending school in that primitive structure until one more substantial could be built. Mr. Manville learned the trade of plasterer, and was engaged in that business when the South rebelled. Promptly, in 1861, he enlisted in the Ninth Illinois Cavalry and served until the close of the war, when he returned to his home and resumed his old business. In 1868 he came to Omaha, and has here continued ever since the same calling, as master and contractor. He has ever since coming to Omaha been a resident of the Sixth Ward, of which for five years he was Assessor, and from which he was elected to the Council for two years in April, 1886. He is a man of very positive convictions, but of liberal views, and what he considers for the best interests of his constituents and the city, he does not hesitate to firmly and faithfully support.

WILLIAM I. KIERSTEAD was born at Ann Arbor, Michigan, February 17, 1852, his father, Daniel Kierstead, being one of the pioneers of Wastewau county, having lived in Ann Arbor and vicinity nearly fifty years, where he still resides. William began life as a newsboy on the Michigan Central railroad, which occupation he followed for a number of years on the Chicago and North-western, Union Pacific, the Central Pacific and other roads, and few persons are more familiar with the country from the Atlantic to the Pacific than he. For the past seven years he has held a responsible position with the firm of Dewey & Stone, who are among the largest wholesale and retail furniture dealers in America. Mr. Kierstead is an enthusiast on the future of Omaha, and firmly believes he will live to see it a city of half a million people. He has an elegant home at 3201 Farnam street, in which vicinity he owns some valuable property. He was elected to the Council last May, from the Ninth Ward, for a term of two years, receiving the very flattering vote of two to one over his opponent. He was made chairman of the Finance Committee, and his record so far in the Council has fully justified the confidence of his constituents. His career is a good example of what energy and perseverance will accomplish in this western country; beginning at the very bottom, he has worked his way up to wealth, and the respect and confidence of the people.

MICHAEL LEE was born in the county of Limerick, Ireland, Sept. 16, 1849. In boyhood he learned the trade of shoemaking. In 1869 he emigrated to the United States, landing at New York, where he lived a year, then went south to Mobile, Ala., where he lived two years and in 1873 came to Omaha. He worked at his trade for some time after coming to this country, but on coming to Omaha he engaged with the Grand Central Hotel, which occupied the present site of the Paxton Hotel until burned, and remained there five years. Then for a short time he went to the Withnell and Millard hotels, after which he engaged in the grocery business for two years, then for some time in the real estate business, the firm being Lee, Nichol & Co., and now with Mr. Nichol is the proprietor of an extensive boarding stable on the west side of the city. From his first coming to Omaha Mr. Lee has had the good sense to save a part of his earnings, however small, and the shrewdness to invest his savings in city property, and the result has justified his course, for he is now in very comfortable circumstances financially. In the spring of 1885 he was elected to the City Council for two years, and in 1887 was re-elected for another term. Mr. Lee takes a prominent part in the meetings of the Council, and without making any pretensions to oratory is a good speaker and expresses himself always clearly and forcibly.



RESIDENCE OF LEAVITT BURNHAM.

ALBERT M. KITCHEN was born in Dresden, Canada, January 21, 1862, and came to Omaha in 1879. For four years he was employed as a clerk in a notion store, after which he went into the retail oil business, the establishment being now known as the Omaha Oil and Paint Company, of which Mr. Kitchen is president. He is also president of the Lincoln Paint and Color Company, a manufacturing company with a capital of \$75,000, and \$60,000 paid in. He is also president of the Gate City Land Company, having a capital of \$100,000, and \$50,000 paid in. This is a loan and investment company dealing largely in lands in Colorado, Nebraska and Iowa. Mr. Kitchen was elected to the Council under the new charter in May, 1887, to serve until January, 1890. For so young a man he has shown great business ability and enterprise, and it can reasonably be expected that he will prove a useful member of the city government and one who will fully justify the confidence which his constituents have reposed in him.

F. J. KASPAR was born in Bohemia, September 13, 1857. In 1869, when twelve years old, he came alone to the United States, going to Cedar Rapids, Iowa, where he worked upon a farm four years for his board and the opportunity to attend school. At the end of that time he came to Omaha and engaged in the Bee office press room. In 1879 he went on the police force and continued there three years, the last year and a half being sergeant. On resigning from the police force he engaged in the liquor business, in which he continued until the spring of 1887, when he engaged in the newspaper business as one of the editors and publishers of a Bohemian weekly journal, the "Narodni Listy," which, with his partner, J. A. Hosposdsky, he yet continues. In the spring of 1886, he was elected to the City Council for two years. Mr. Kaspar is an active, enterprising man, and has various other interests beside his paper, among them being the manufacture of brick. He takes great interest in everything calculated to advance the material welfare of Omaha, and has proved himself an intelligent and faithful member of the city government.

CHARLES L. VAN CAMP was born in Canada, December 7, 1847, and came to Omaha with his parents in 1855, since which time this city has been his home. He was educated in our public schools, and when old enough to engage in business he became a dealer in sand, and contractor, in the latter capacity doing a large amount of work for the Union Pacific railway company in this city and county and giving employment to a large number of men. Later he became largely interested in real estate investments and now wholly devotes himself to these and to improving his property by the erection of dwellings, having withdrawn from all other business. His residence has always been just beyond the city limits until the new charter of 1887 authorized the extension of the boundaries, which included his home, and he was then nominated and elected as one of the new Councilmen-at-Large, to serve until January, 1890. Mr. Van Camp has been a witness of Omaha's growth from a little muddy village to a great, beautiful and prosperous city, and in many ways an active agent in the work of development.

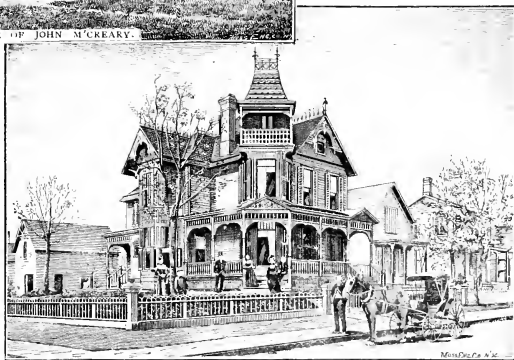
ADAM SNYDER is serving his first term in the City Council as a member from the Third Ward. Mr. Snyder is of German descent, and was born in Baltimore, Maryland, in 1843, where he lived until after the breaking out of the war. In 1862 Mr. Snyder left home to seek his fortune in the West, and passed various short periods of time in Indiana, St. Louis and Springfield. He then returned to Maryland and remained until 1871, when he again concluded to go West, and this time to stay. In that year he came to Omaha, already a live, bustling town, with great prospects, which Mr. Snyder has lived to see verified. He began business in a small way, and has prospered greatly, now doing the largest general meat business in the city. By carefulness, frugality, attention to business and honest dealing he has reached independent circumstances. Mr. Snyder was married November 25, 1879, and now lives very happily with his wife and one child. As a business man he possesses the confidence and esteem of his fellow tradesmen. He firmly believes in the future of Omaha, and, in the Council, has taken the liberal position in matters of public improvements. He is opposed at all times to private schemes and ever watchful of the interests of the public. He is one of the most regular in attendance of the members and his vote can always be counted upon the right side. The Omaha City Council is mostly a body of business men, and Adam Snyder is one of the best representatives of his class. His course, so far, has not only commended itself to his constituents but to the entire public at large.

Chicago, St. Paul, Minneapolis and Omaha's direct line to St. Paul. The Omaha and Southwestern, also an Omaha enterprise, of which S. S. Caldwell was president, was built to



RESIDENCE OF JOHN MCCREARY.

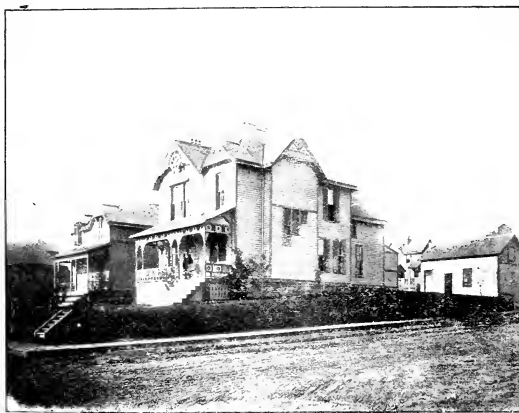
Lincoln in 1869. In 1872 it passed into the control of the Burlington and Missouri River Railroad in Nebraska; it was in fact the parent stem of that great road. The Burlington Railroad is so closely identified with the growth and prosperity of Omaha, that it may perhaps be of interest to outline here a brief sketch of its progress and development. The Chicago, Burlington and Quincy Railroad, the parent



RESIDENCE OF F. E. BAILEY.

road, was formed by a consolidation, July 9, 1856, of the Chicago and Aurora and Central Military Tract Railroads, the two extending from a point in Illinois about thirteen miles northeast of Aurora (Turner Junction) to Galesburg, Illinois, the total mileage being 151 miles. In 1860 and 1862 it acquired the Northeastern and the Peoria and Oquawaka Railroads, thus extending its line to Quincy and Burlington, after which the company built a track of its own from Aurora to Chicago. From that time branches and extensions were bought or built in quick succession, until in 1875 it acquired by consolidation the Burlington and Missouri River Railroad in Iowa. This road extended from Burlington to the Missouri River, and at the end of 1875, the company had increased its mileage to 1,031 miles. The Burlington and Missouri River Railroad in Nebraska was acquired in 1880, and also the Kansas City,

St. Joseph and Council Bluffs Railroad. In 1881 and 1882 extensions and new lines were added to the extent of 405 miles, making the total mileage operated at the close of 1882, 3,229 miles. It was in the spring of the latter year that the line from the Nebraska State boundary to



RESIDENCE OF W. H. ALEXANDER.

Denver was opened, and this same year the St. Louis, Keokuk and Northwestern Railway was acquired by lease. In 1883, the Hannibal and St. Joseph Railroad was added to the Burlington system. Branch lines are constantly being opened, and particularly is this the case in Nebraska and Kansas, where during the past year 800 miles have been completed, the close of the present year witnessing a branch leaving the main line at Holdrege, Nebraska, completed through to Cheyenne, Wyoming.

The Burlington has also ac-

quired within the last sixty days the Denver, Utah and Pacific Railroad, a narrow gauge road running from Denver to Lyons, Colorado, a distance of forty miles. This will make a total mileage for the Burlington system, at the present time, of 5,580 miles. The headquarters of the Burlington for all lines west of the Missouri are located in Omaha, and from this point over 2,000 miles of road are operated. It can readily be understood that it is therefore a pre-eminently great line for Omaha, bringing to its doors the products of the vast region penetrated by its lines, the grain, stock and mineral regions of Nebraska, Kansas, Colorado, Wyoming and Utah. Its employees in this city number over 200. The Fremont, Elkhorn and Missouri Valley line, which has about 1,200 miles of road in operation in Nebraska, Wyoming and Dakota, had its inception in the construction of a branch line from Missouri Valley, on the east bank of the Missouri River, twenty miles north of Omaha, to



RESIDENCE OF J. M. COUNSMAN.

Fremont, Nebraska. It was designed as a feeder to what was then termed the "Blair system" of lines. In 1871 it was acquired by lease by the Chicago and Northwestern Railway, and extended to Norfolk, Nebraska, under the name of the Fremont and Elkhorn Valley Road. Since then other extensions have been made, until now it extends laterally across the whole State, and beyond, into Wyoming, with the avowed intention of the parent road to ultimately make it a trans-continental line. It should also be stated that a branch of the line extends to the north from Chadron, Nebraska, into the Black Hills. Passing to the north of Omaha, making it possible



HON. CHARLES FRANCIS ADAMS, PRESIDENT U. P. RAILWAY.

the vast region to the west which its lines penetrate. It has also removed to Omaha the headquarters for the operation of all its lines west of the Missouri River and is thus identifying itself with the western metropolis in a satisfactory manner. It is a strong and prosperous corporation, its lines traverse a rich stock and agricultural section, and is the only line penetrating the Black Hills, whose mineral wealth it daily brings to the great smelting works in Omaha. One of the important features of one of which, the Kansas, Nebraska and Omaha, is graded from a point in southwestern Kansas to the Nebraska line, and will soon be completed to Omaha, thus giving access to the cattle regions of

to drain Northern Nebraska of its products without consideration of this city, and being withal a corporation identified closely with Chicago, the Chicago and Northwestern road has for years been regarded as inimical to Omaha's interests, but the great growth of this city in the past five years has wrought a seeming change in the working policy of the road. From a desirable point on its Nebraska line it has built a short road, giving direct communication between Omaha and



UNION PACIFIC HEADQUARTERS BUILDING.

Omaha's railroad system is the Belt Line, a local corporation which has a railroad circling the city, and reaching into South Omaha, thus giving all future corporations seeking ingress to Omaha a convenient and cheap method. Besides the great lines already mentioned as bringing tribute to Omaha, there are three others projected,

[A foremost figure in the western railway world is Thomas J. Potter, the first vice-president and general manager of the Union Pacific Railway, and who is a citizen of Omaha and a believer in its future.



T. J. POTTER, FIRST VICE-PRESIDENT U. P. RAILWAY.

treating the men whom he directs with marked consideration, and is so good a judge of men that he makes no mistakes about those he gathers around him. Mr. Potter is a democrat in politics and a man of influence in the party councils. He is married and happy in his domestic relations with a charming wife and interesting family.]

[One of the best known railroad men in this country is Thomas Lord Kimball, of the Union Pacific. He was born in Buxton, York county, Maine, October 1, 1831, and lived with his parents on a farm till he was seventeen years of age. He then entered upon a course of academic study, and taught school during his vacations till his twenty-first year, when he engaged in commercial and express business, in which he continued for four years. In 1850 Mr. Kimball visited most of the western States, and a year later removed with his family to the Western Reserve, in Ohio, and resided there until early in 1859, when he located in Cincinnati. During the following year he turned to account his earlier experience as an amateur newspaper writer and reporter, and published a series of articles on the West and in the interests of the Pennsylvania railroad company. He was employed in the service of that company for three years as its southwestern passenger agent, five years as assistant general passenger agent, and three years as general western passenger agent. In March, 1871, Thomas A. Scott was elected president of the Union Pacific Railway Company and Mr. Kimball, who had been intimately associated with him in the service of the Pennsylvania company for twelve consecutive years, was appointed by Mr. Scott to the position of general passenger and ticket agent of the Union Pacific. It was in that year, 1871, that Mr. Kimball came to Omaha and has ever since resided here. During this long period—nearly seventeen years—Mr. Kimball has remained with the Union Pacific throughout all changes of administration. For ten years he filled the office to which he was first appointed, general passenger and ticket agent. He was then promoted to be assistant general manager, which office he filled for four years. The next three years he was the general traffic manager of the Union Pacific system, which had grown to vast proportions and which required a man of great executive ability, such as Mr. Kimball is acknowledged to be, at its head. On September 1, 1887, he was appointed assistant to the first vice-president, which position he now



T. L. KIMBALL, ASST TO FIRST VICE-PRES. U. P. RY.

of August, 1840. He came West and located in Iowa, first entering railway service in July, 1862, as a lineman in the engineering corps then surveying the line of the Burlington & Missouri River railroad in Iowa. Six months later, or early in 1863, Mr. Potter enlisted in the Seventh Regiment of Iowa cavalry. He enlisted with the expectation of entering service in the war of the rebellion, but about that time the Indians in Nebraska, then the western frontier, were becoming troublesome and as the construction of the Union Pacific Railway was being hampered by them, the regiment to which Mr. Potter belonged was ordered to Ft. Kearney and from that post the troops were detailed to guard the road constructors and chase the marauding Indians. When his regiment was mustered in 1866 Mr. Potter had risen to a captaincy. He then entered the service of the road he had helped survey, as station agent at Albia, Iowa. In 1868 he was made special claim and fuel agent of the road with headquarters at Burlington, and remained in that capacity until the Burlington and Missouri River in Iowa was absorbed by the Chicago, Burlington and Quincy railroad, when he became a general agent of that corporation with headquarters at Creston, Iowa. In August, 1873, he was again promoted to the assistant superintendency of the Iowa division and in February, 1875, was further elevated to the position of superintendent. In December, 1879 he was made assistant general manager with headquarters at Chicago, one year later becoming the general manager of that great corporation. In 1884 he also became first vice-president and thus remained at the practical head of the company's affairs until May 13, 1887, when he accepted a salary offered him from the Union Pacific Railway, becoming its first vice-president and general manager at a salary said to be the largest ever paid a working railroad official. Since that date he has been a resident of Omaha, closely devoting himself to the tangled affairs of the great railroad of which he took charge, and a splendid showing he is making, the earnings being largely increased and the operating expenses greatly curtailed. Mr. Potter is a thorough railroad man. He began at the lower rungs and now, while yet in his prime (forty-seven years old), he has risen by merit and practical knowledge to be recognized as foremost as a railroad manager. He is a genial, outspoken man, easily approachable, but of a firm demeanor and a man who is at once respected for his convictions and self-reliance. He has the fullest respect of his associates, and is so good a judge of men that he makes no mistakes about those he gathers around him. Mr. Potter is a democrat in politics and a man of influence in the party councils. He is married and happy in his domestic relations with a charming wife and interesting family.]

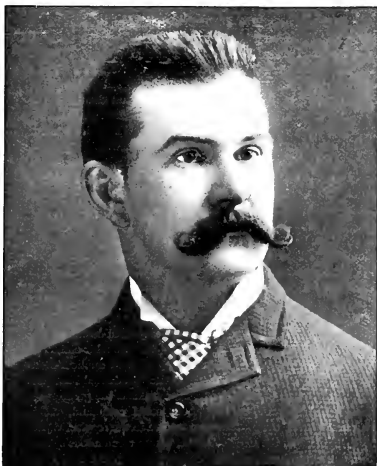
occupies. Mr. Kimball is a very thorough and systematic railroad man. He is master of every detail and in the science of railroading, especially from a commercial standpoint, he has but few equals in this country. His long connection with the Union Pacific attests the high esteem in which his services are held. Mr. Kimball was married in 1854 to Mary P. Rogers, daughter of Nathaniel P. Rogers, Esq., of New Hampshire. They have four children. The eldest daughter, Francis, is the wife of George W. Holdridge, general manager of the Burlington and Missouri River Railroad in Nebraska; the second daughter, Arabel, resides with her parents; Thomas R., is a graduate of the Massachusetts School of Technology in the architectural class of 1887, and is now in Boston engaged in his profession. The youngest son, Richard R., is a student in Boston.]



J. S. TEBBETS, GEN'L P. & T. AGT. U. P. RY.

[J. S. Tebbets the general passenger and ticket agent of the Union Pacific railway, is the son of a Unitarian clergyman, and was born in Medford, Mass., on the 4th day of July, 1858. He was educated in the Latin school, Boston, and in Harvard University, graduating from that institution in the summer of 1880. He first entered railroad service as a truckman in the local freight depot of the Boston and Albany railroad at Boston on the 22d of November, 1880. There he worked for a number of months, being finally put in charge of the export business of the road which came from the West. He entered the general offices of the same road in a minor capacity on the 1st of September, 1881. Two years later he was made chief clerk of the general freight department of the road. In April, 1884, he went to East Albany, New York, to organize and take charge of the joint transfer freight house of the Boston and Albany and New York Central roads. On the 1st of October, 1884, he came West and entered the general freight office of the Union Pacific railway in this city, and from that, dates a remarkably successful career in the railway world, promotion following promotion until now he is at the head of the passenger department of the great railroad whose service he entered three years ago as a clerk. March 1, 1885, he was appointed division freight agent of the road, with headquarters at Salt Lake City. January 1, 1886, he was appointed assistant general freight agent, with headquarters at Kansas City. On the 1st of September, 1887, the Potter management called him to the head of the general passenger department, the onerous duties of which position he is still discharging with efficiency. Mr. Tebbets is a striking example of what a young man with brains and energy can accomplish. No man of his years ranks higher in the railroad world, and few, if any, have achieved such extraordinary distinction in so limited a time.]

[E. L. Lomax, the assistant general passenger and ticket agent of the Union Pacific railway, was born in Fredericksburg, Virginia, on the 25th of February, 1852. He was educated at Columbia University, in that state, taking a full course in civil and mining engineering. When seventeen years of age he entered the United States engineer corps under General J. H. Wilson, then in command of the department of the Northwest, with headquarters at Keokuk, Iowa. In 1870 he entered railway service as local ticket clerk at Burlington, Iowa, of the Burlington & Missouri railroad, under A. E. Touzalin, then the general passenger and ticket agent of the road. In 1872 he entered the general offices of the Central Iowa railroad at Marshalltown, and two years later went to the St. Louis and Southeastern railroad as assistant to the general freight and passenger agent, with headquarters at St. Louis. He was soon promoted to the position of assistant general passenger agent, a position he held until 1879 when he accepted a like position with a larger corporation, the St. Louis, Iron Mountain and Southwestern railroad. In 1881 he was appointed general passenger and ticket agent of the Toledo, Cincinnati and St. Louis road with headquarters at Toledo, Ohio. Shortly afterward he went to the Chicago, Burlington and Quincy road as chief clerk of the local service, under Percival Lowell, at Chicago. Later he became chief clerk of the foreign service, and in 1884 was made assistant general passenger agent, which position he resigned in September, 1887, to accept the position of assistant general passenger and ticket agent of the Union Pacific railway under J. S. Tebbets and the Potter management of that road. Mr. Lomax has had an extensive railroad experience, serving in almost every capacity in both the freight and passenger departments. He is an efficient and capable man and a popular gentleman as well, who will be heard of in yet higher circles of the railroad world.]



E. L. LOMAX, ASS'T GEN'L P. & T. AGT. U. P. RY.



EDWARD DICKINSON, GEN. SUPT. U. P. RY.

[Edward Dickinson, the general superintendent of the Union Pacific Railway, was born October 8, 1850, at Cumberland, Maryland. At the age of thirteen he entered the railway service as a messenger boy in the freight office of the Cleveland and Toledo Railroad, continuing in that capacity two years, meanwhile studying telegraphy. In 1865 he entered the employ of the Atlantic and Great Western Railroad as a telegraph operator and clerk, three years later becoming the assistant train dispatcher of the road. In 1870 he became train baggagemaster and express messenger, but after service of a year or so at that, came west and entered the service of the Union Pacific Railway as train dispatcher. For seven years he discharged the duties of that important position to the eminent satisfaction of his employers, so well in fact that in 1878 he was awarded deserved promotion and made a division superintendent. In 1883 he became general superintendent of the Wyoming Division, continuing in that capacity until the accession of Mr. Potter to the general management of the road, when Mr. Dickinson was made the general superintendent of all the lines, an important trust for a man not yet out of the thirties, but one whose duties he discharges to the entire satisfaction of the corporation. Mr. Dickinson is of a genial, sunny temperament, but a hard worker. When there are duties to be performed he devotes himself closely to them and his keen knowledge of the details of his business enables him to accomplish his ends speedily and satisfactorily. It would be commendation enough to say that he has been so highly honored by the Potter management of the road, but the excellent results achieved since he has been general superintendent show that the commendation is not beyond his merit. Outside of his official station Mr. Dickinson is highly esteemed and popular, and has a wide circle of friends. He is a citizen of Omaha and an enthusiastic believer in his chosen city.]

[No man in the railway service has won distinction more absolutely by actual merit of ability than John A. Munroe, the general freight agent of the Union Pacific Railway. He was born in Bradford, Mass., Aug. 18, 1853, and while a mere boy developed an aptitude and fondness for railroading that called forth much comment. His father was an influential minister of Bradford, and in circumstances which placed a college education within the reach of young Munroe. He studied with flattering success at Andover College, and afterwards entered Dartmouth College, where it was intended he should prepare for Harvard. The death of his father demanded a change of plans, so that he never entered Harvard, but shortly after the sad event, came west to Green Bay, Wisconsin, where he entered the employ of the Green Bay and Minnesota Railway as clerk successively of the passenger and freight departments. His ability was not long in being recognized, and he was promoted to be general freight agent of the road, which position he resigned to accept that of general agent of the Chicago, St. Paul, Minneapolis and Omaha, with headquarters at Omaha. Before he had held this office a year he was called to fill the position of assistant traffic manager of the same road at Minneapolis and resigned this position to return to Omaha as assistant general freight agent of the Union Pacific December 20, 1882. He was tendered the position of first assistant general freight agent with headquarters at Kansas City October 4, 1884, and in January, 1886, was called back to Omaha to accept the office of general freight agent of the Union Pacific, which he still holds. Mr. Munroe is little over thirty-four years of age, yet he is recognized as one of the ablest railroad men in the country, and has won his eminence by neither influence nor accident, but by efficient application to a business for which nature had admirably adapted him. His present position is one which has always taxed the greatest resources that any previous incumbent could command, and is admittedly one of the most onerous offices in the service, especially as applied to the Union Pacific, whose tremendous system unavoidably involves questions connected with the subject of freights which require the greatest possible discretion in their treatment. Mr. Munroe has a tact and facility in handling these matters which have established for him a reputation second to none.]



J. A. MUNROE, GEN'L FREIGHT AGT. U. P. RY.

the Indian Territory and Texas. Another, the Omaha Northern, a line to run north to Yankton and beyond into the rich Jim River Valley, is designed as an extension of Jay Gould's Missouri Pacific system, which now has a terminus in Omaha. The Chicago, Milwaukee and St. Paul has a



PALACE STABLE, SEVENTEENTH AND DAVENPORT.

line surveyed westward from Omaha, and intends to bridge the Missouri at this point, and thus extend its line at present terminating here. The business men of the city are also considering the construction of a railroad to the Northwest. On this railroad question it may be noted that upwards of 120 passenger trains arrive and depart from Omaha daily, a vast percentage of these being "local," that is, devoted to rapid communication with the suburban and outlying towns which do business with Omaha. In 1870 there were only 600 miles of railroad in Nebraska; now there are over 3,000 miles.

As further evidence of

the great resources of the section of which Omaha is the central point, it may be stated that careful estimates place the population of the Missouri Valley from Dakota to St. Louis, as follows:

POPULATION.	
1887	1,634,570
1860	589,553
Per cent. of increase,	177

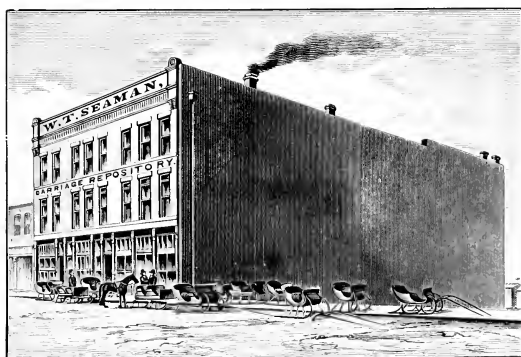
States and Territories west of the Missouri River and Iowa, show:

POPULATION.	
1887	10,025,702
1860	2,270,038
Per cent. of increase,	341%

In Nebraska the increase has been:

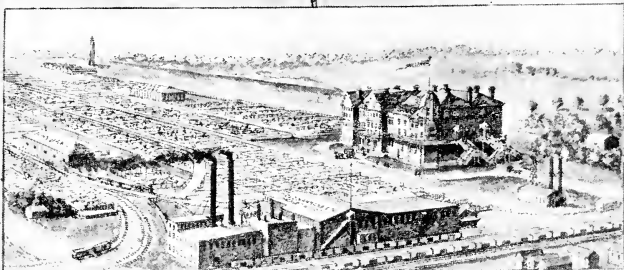
POPULATION.	
1887	1,036,000
1860	28,841
Per cent. of increase,	3,457

Omaha leads all western cities in the percentage of increase of population from 1860 to 1887. The principal western cities show the following: Leavenworth, Kan-



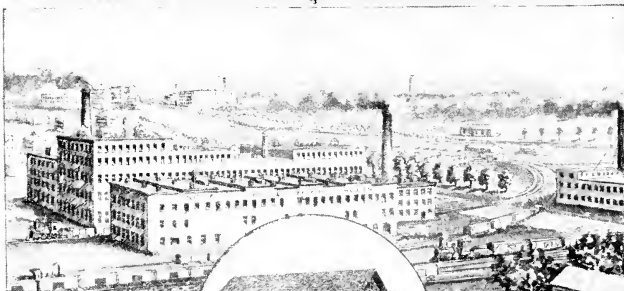
W. T. SEAMAN'S CARRIAGE REPOSITORY.

sas, 88 per cent.; Council Bluffs, Iowa, 110 per cent.; Denver, Colorado, 125 per cent.; Kansas City, Missouri, 151 per cent.; Omaha, 228 per cent. No city in the Union offers such splendid inducements for the investment of capital. It is in fact the "Young Giant of the West," a rapidly growing, prosperous, handsome city — the future great commercial rival of Chicago.



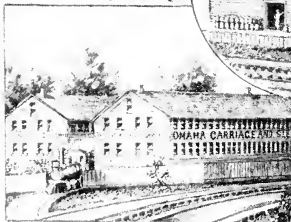
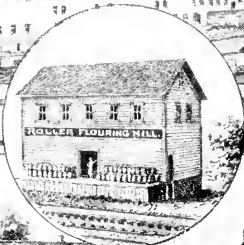
UNION STOCK YARDS

EXCHANGE HOTEL



SOUTH OMAHA

PACKING HOUSES



OMAHA CARRIAGE & WAGON FACTORY



ALBRIGHT STATION

South Omaha.

FOUR miles from the Omaha Postoffice, in a broad valley admirably adapted to the purpose, are located the Union Stock Yards, which in 1884 was the nucleus about which has since grown the suburban town of South Omaha, and where are now located the big packing houses whose product

[It is thirteen years since Edward Creighton died, and that he is so well and honorably remembered in the Omaha of to-day, aye his memory respected by the thousands who have come here after he was no more, but illustrates how great was his service to the community, how broad and enduring a mark he made upon his times. No one man did so much to sustain Omaha in its early and trying days as Edward Creighton. His career was a notable one in its humble beginning and splendid triumph in the flush of man-

hood. He was born in Belmont county, Ohio, August 31, 1820, of Irish parentage. His early days were passed upon a farm, but at the age of twenty he took the contract for building part of the National stage road from Wheeling, West Virginia, to Springfield, Ohio. He continued in the contracting business, but it was not until 1847 that he entered upon that branch of it in which he achieved his greatest success and laid the foundation of his after fortunes. In that year he received the contract for and constructed a telegraph line between Springfield and Cincinnati. To this business he devoted his time and energies for five years, being successfully engaged in the construction of telegraph lines in all parts of the country, completing the line from Cleveland to Chicago in 1852. In 1856, while engaged in telegraph construction in Missouri, Mr. Creighton visited Omaha and his brothers, John A., James, and Joseph, and his cousin James, locating here, he returned to Ohio where he wedded Mary Loretta Wareham, of Dayton, and in 1857 himself came to Omaha and located. He continued in the telegraph construction business, completing in 1860 the first line which gave Omaha between Mr. Creighton's construction force and the California contractors who were building eastward, to see which should reach Salt Lake City first. Mr. Creighton had 1,100 miles to construct and the Californians only 450, but Mr. Creighton reached Salt Lake City on the seventeenth of October, one week ahead of his competitors. On October 24, but a little over six months after the enterprise was begun, Mr. Creighton had established telegraphic communication from ocean to ocean. He had taken \$100,000 of the stock of the new enterprise at about eighteen cents on the dollar, and when the project was completed the company trebled its stock. Mr. Creighton's \$100,000 becoming \$300,000. The stock then rose to 85 cents and he sold out \$100,000 for \$850,000, still retaining \$200,000 of the stock. He continued in the telegraph construction business until 1867, his great cattle interests in which he had embarked in 1864, and his great plains freighting business established before the building of the Union Pacific and continued even after its completion, to the mining regions of Montana and Idaho, then exacting his attention. During all these years of great business success, Mr. Creighton was firm in his allegiance to Omaha. He was the first president of the First National Bank in the city and ever ready to aid by his means and counsel any enterprise for the furthering of Omaha's interests. He commanded the confidence of all the people, his sterling integrity and unwavering fidelity combining with his generous and charitable nature to make him a very lovable man. No man has an unkind word to say of Edward Creighton and his memory is revered to this day as an upright, just and kind man who, out of his own sterling qualities had wrought a successful and honorable career. He was stricken with paralysis and died November 5, 1874. To his memory, Creighton College was erected and endowed by his relief in response to his own wish, expressed during his life time, to found a free institution for the non-sectarian education of youth without regard to creed or sect — the institution only to be under Catholic control.]



THE LATE EDWARD CREIGHTON.

connection with the outer world, via St. Louis. For years Mr. Creighton had entertained a pet project — the building of a line to the Pacific coast — and in the winter of 1860 — after many conferences with the wealthy stockholders of the Western Union company, a preliminary survey was agreed upon. In those days the stage coach was the only means of overland travel and that was beset with great danger from Indians and road agents. In the stage coach Mr. Creighton made his way to Salt Lake City, where he enlisted the interest and support of Brigham Young, the great head of the Mormon church, in his project. It had been arranged to associate the California State Telegraph Company in the enterprise, and on to Sacramento in mid-winter Mr. Creighton pressed on horseback. It was a terrible journey, but the man who made it was of stout heart, and he braved the rigors of the mountains and accomplished his mission, and in the spring of 1861 Mr. Creighton returned to Omaha to begin his great work. Congress had meanwhile granted a subsidy of \$40,000 a year for ten years to the company which should build the line. Then a great race was inaugurated for heavy wagers

has given Omaha rank as the third city in the Union in meat manufacture. In the year named, a number of local capitalists who had interests in stock-raising, formed an association for the purpose of building stock yards and centralizing here the great cattle interests of the West. They purchased a tract of 400 acres and built their stock yards, and a glance at the enterprise to-day shows

what a success has been achieved in three years. It has been the policy of the management to offer such splendid inducements to packers that they can well afford to locate at their yards. There are now five of the heaviest concerns engaged in handling meats located at South Omaha, and their great slaughtering and packing houses have created such a demand that the business of the stock yards has increased until now the daily receipts of hogs, cattle and sheep will average over \$100,000 worth per day. A glance at some of the official figures will illustrate how important an adjunct of

[John A. Creighton was born in Licking county, Ohio, on the 15th of October, 1831. His parents were natives of Ireland and engaged in farming. When John A. was twenty-one he entered St. Joseph's Dominican school near Somerset, Perry county, Ohio. Two years later he joined with his brother Edward, in the telegraph construction business which in 1855 brought him west to Missouri and later to Omaha. June 10, 1856. Mr. Creighton entered upon some land in Douglas county and turned his attention to breaking the virgin soil. In 1859 he clerked for J. J. & R. A. Brown, pioneer merchants of the city, and in May, 1860, went to Denver, Colorado, in connection with J. J. Brown, with a cattle freight train. In 1861 the great overland telegraph line was constructed and Mr. Creighton materially aided his brother Edward, who was the originator of the project. The next year he took a cattle train with supplies to Salt Lake and sold the whole outfit to Brigham Young. In 1863, in company with James Creighton, his cousin, he took a cattle train and supplies to Montana, the gold find excitement being great at that time. He located in Virginia City and remained there three years, carrying on a merchandise business. Mr. Creighton returned to Omaha in 1866, and again turned his attention to telegraph construction, building the line from Salt Lake City to Virginia City that year, and extending it to Helena the next. In January, 1868, he returned to Omaha and under the firm name of Creighton & Morgan, established a wholesale grocery house. In 1870 Mr. Creighton disposed of his interest in the firm to Benj. Gallagher. Mr. Creighton engaged in a general forwarding business thence on until 1874, when his brother Edward died, leaving a great estate which required the attention and Christian work in any form. He is a devout member of the Catholic faith and has done much to further the interests of religion in the west. Personally he is popular among men. Though he has never coveted political preferment he has always exercised a large influence upon his party. He was a delegate to the National Convention at Chicago in 1884 which nominated Grover Cleveland. Mr. Creighton was married in June, 1868, to Sarah E. Wareham, who still shares with him the comforts and pleasures of an honorable life blessed with a fullness of this world's goods.]



JOHN A. CREIGHTON.

to a of the subject of this sketch as administrator. Two years after when Edward's widow died, Mr. Creighton was the principal heir to the vast estate and he in fact took his late brother's place in the handling of the great accumulations. He was also one of the trustees of the endowment of Creighton College and charged with the construction of that monument to his brother's memory; and right nobly he acquitted his trust. Mr. Creighton is today a man of great wealth. He has been one of the firmest believers in Omaha and probably today holds more of the valuable real estate of the city than any other individual. His capital has been liberally employed, too, for the advancement of Omaha's interests. He was one of the projectors of the nail works enterprise, a large stockholder in the cable street railway, heavily interested in the syndicate which has built up South Omaha and is Vice-President of the First National Bank. In temperament Mr. Creighton is a genial, warm-hearted gentleman, generous to a fault and always ready to extend assistance to the afflicted or the worthy poor. He takes especial pleasure in furthering the charitable purposes of St. Joseph's Hospital, largely sustaining the institution with his means. He is also devoted to the cause of

Omaha's commercial interests, South Omaha has become. The yards were opened August 1, 1884. During the five months of that year the receipts and shipments were as follows :

	RECEIPTS.	SHIPMENTS.
Cattle.....	88,416	83,459
Hogs.....	3,792	751

The difference between receipts and shipments indicates the consumption of the packing-houses, and it will be well to notice how rapidly this difference increased. In 1885 the following showing was made :

	RECEIPTS.	SHIPMENTS.
Cattle.....	124,100	82,862
Hogs.....	153,568	75,173
Sheep.....	19,504	8,347

The following year saw a still further increase in receipts and a still further increase of consumption by the meat manufacturers, as witness these totals :

	RECEIPTS.	SHIPMENTS.
Cattle.....	148,515	89,476
Hogs.....	447,379	210,732
Sheep.....	41,490	22,943

[James Creighton, a first cousin of Edward and John A. Creighton, was among the early pioneers of Omaha. He was born in Guernsey county, Ohio, March 1, 1822, the oldest of a family of six children. His father was a superintendent of construction on the national turnpike which was being built through Ohio, under the internal improvement policy of President Adams, and from this work the youthful James acquired his first knowledge of public works. With his father he continued in contract work of this kind until 1853. He had married in 1849, Sarah Ann McCristal, who died in '53. Mr. Creighton then engaged in the merchandise business until 1855, when he married Eliza M. Largey, and moved to the West, locating temporarily in Missouri, thence in Iowa and finally in Omaha, May 26, 1856. Here he entered upon land and engaged in farming. After proving up on his claim he commenced the freighting business, going to Denver that year with supplies. In 1861 he was associated with Edward Creighton in the building of the overland telegraph, having the contract to deliver the poles for that section lying between Ft. Laramie and Ft. Bridger. In 1862-3 he continued in the freighting business, his trips across the plains, in 1863, making a total of 4,000 miles a great achievement in those days of cattle trains. In 1863 an association was formed by Edward, John A. and James Creighton and J. J. and R. A. Brown, for the purpose of sending supply trains to Alder Gulch, Montana, where the gold excitement was dominant. Cattle trains were loaded with merchandise and brought to the mines, the trains returning with miners seeking their way back to the States. In 1865 Mr. Creighton engaged in contracting, and constructed a idea of public duty, whose sense of right, was never swerved by public opinion or selfish purpose. He has by industry and honest effort amassed a competency which he is enjoying in a quiet way. Mr. Creighton married his present wife in 1868, and has nine of fifteen children living.]



JAMES CREIGHTON.

portion of the Union Pacific railroad. He returned to Omaha on the death of his wife and from that date remained permanently in Omaha. Mr. Creighton has always been a man of marked individuality and a foremost citizen in Omaha's affairs. He was appointed to the first City Council when Omaha incorporated, and was re-elected a number of terms. He was also a member of the State Legislature of 1877. When the widow of Edward Creighton died, leaving an estate of millions, Mr. James Creighton, with John A. Creighton and Herman Kountze, was named a trustee of the Creighton college endowment, and until the completion of that structure his attention was largely devoted to the project. In 1882 when Omaha entered upon its great era of public improvements, Mayor Boyd selected Mr. Creighton for chairman of the first bond of public works, and it was during the two years of his service in that capacity that Omaha laid in its fine streets, the foundation of its present metropolitan importance. So well did he discharge his trust that a second term was tendered him, but he declined, and again in 1887 the Mayor pressed the appointment upon him, without avail. Mr. Creighton is a man whose

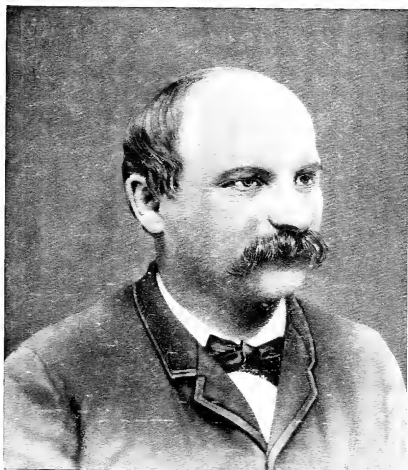
It is seen that the receipts of hogs were in 1886 nearly treble those of 1885, and that a like proportion of consumption prevailed. But even great as was the business done in 1886, that of 1887 surpasses it, as is seen by this statement, given by months :

	CATTLE.		HOGS.	
	RECEIPTS.	SHIPMENTS.	RECEIPTS.	SHIPMENTS.
January.....	10,912	7,246	62,047	8,715
February.....	12,430	7,431	50,500	2,010
March.....	20,480	13,327	86,121	15,682
April.....	15,265	7,557	64,547	5,332
May.....	22,288	13,057	86,841	5,755
June.....	19,376	12,747	119,504	37,426
July.....	15,705	9,350	93,912	21,380
August.....	22,923	14,610	93,441	25,622
September.....	34,040	24,053	78,338	6,580
October.....	32,483	22,070	52,093	4,989
November.....	20,252	14,100	137,504	14,333
December.....	13,193	5,900	153,840	18,348
Totals.....	229,263	154,164	1,186,534	157,680

During 1887 the receipts of sheep were 76,014, and the shipments were 50,440. Look now at the growth of receipts in three years:

	SHEEP.	CATTLE	HOGS.
1885.....	19,505	124,100	153,568
1886.....	41,490	148,515	447,379
1887.....	76,014	229,263	1,186,534

[Hon. Edward Rosewater, editor of the Omaha Daily Bee, is a native of Bohemia, and was born in 1841. When thirteen years old he came to the United States with his parents, who located at Cleveland, Ohio, where he resided for four years. He attended a commercial college, and then entered the telegraphic service in which he continued for thirteen years. He was employed as telegrapher in Oberlin, Ohio, in 1859, during the celebrated Wellington rescue case, and was intimately associated with some of the leading abolitionists, among whom were Polk, Bushnell, and Langtoire. When the civil war broke out Mr. Rosewater was in the South, but returning to the North as soon as possible he enlisted in the spring of 1862 in the United States military telegraph corps, and accompanied General Fremont throughout his West Virginia campaign. At a later date he was attached to General Pope's staff, and accompanied that commander during the campaign against Richmond, remaining with him until after the second battle of Bull Run. Subsequently he was stationed in the war department office at Washington in the military telegraph service, where he remained until the summer of 1863 when he came to Omaha, which at that time was the terminus of the Pacific telegraph. For seven years Mr. Rosewater was the manager of the Western Union, Atlantic and Pacific and Great Western lines at Omaha, and during the same period he was the associated press agent and telegraphic correspondent for several of the leading eastern dailies. In the fall of 1870 he was elected to the Legislature, in which attention to all the departments of his newspaper, which is a power throughout Nebraska. He employs the best talent available, and pays his employees liberal salaries. As a public spirited citizen Mr. Rosewater ranks among the foremost men of Omaha. He has done a great deal to advance the material interests of the city, and is always willing to assist in the most substantial manner any worthy public enterprise. Many of the most notable public improvements are, in a great measure, due to his persistent advocacy of them, as well as his financial support. The Bee publishing company—over eighty per cent. of the stock of which is owned by Mr. Rosewater—has begun the erection of a magnificent six-story building, 132 feet square, at the northwest corner of Farnam and Seventh streets. It will be absolutely fire-proof, and in architectural design will be one of the handsomest as well as one of the massive buildings in the West. Its cost will be in the vicinity of \$325,000.]



HON. EDWARD ROSEWATER.

body he made an excellent record and wielded a powerful influence. Since that time Mr. Rosewater has taken a very prominent part in politics. He founded the Daily Bee June 19, 1871. The history of this paper is well known. It has passed through the severest trials, but the indomitable energy of Mr. Rosewater has brought it to the front rank of American journalism, and to-day it is classed among the leading, most enterprising and most prosperous newspapers in the United States. He has fought no cowardly in every quarter with such an honesty and vigor that he has made his paper eagerly sought for by the toiling masses of the people. As a writer he is concise, pointed, and clear, and in political campaigns, especially, he is an untiring and dauntless fighter. He always has plenty of ammunition in the shape of incontrovertible facts, and during all these years he has rarely made a mistake in his estimates of political opponents. A republican, he believes in principles more than in men, and has no respect for bad representatives of good principles. He is one of the hardest workers in Omaha, and pays the closest possible

The growth in importance of the stock yards is thus shown to be truly marvelous, but not less so is the growth of the packing interests as can be shown by this table showing the consumption of South Omaha packing houses:

	SHEEP.	CATTLE.	HOGS.
1885.....	11,157	41,248	78,385
1886.....	18,547	59,039	236,647
1887.....	106,570	75,099	1,028,854

The record made at South Omaha places the city third in the list of meat-making cities in the country, only Chicago and Kansas City excelling in the order named. By next year the monster packing house of Armour & Co. will be in operation, and it is confidently expected that Omaha will closely contest with Kansas City for second place. The development of this great interest is, of course, mainly due to the enterprise and energy of the wealthy corporation which inaugurated it, but there are also natural advantages which have materially assisted. Omaha is the central point

of a great railroad system. To the vast area of country the 34,000 miles of road in that system penetrate, the nearest and most convenient market is afforded. The stockmen of Nebraska, Wyoming and the western plains, and even those of western Iowa find they need not take their stock to Chicago. By coming to Omaha, time and money are saved, and themselves con-



CREIGHTON COLLEGE.

venient, and here they come, and with such profit to themselves that the business of the yards is constantly and rapidly increasing. The cattle, sheep and hog products being concentrated here the heaviest firms in the United States engaged in the manufacture of meats have found it to their interest to move here from Chicago, and points further east. They have found it necessary to be nearer to the base of supplies.

They can manufacture the meat more cheaply here, and ship it east, than they can ship the hogs and cattle east and turn them into meat. No city in the Union is so favored as Omaha in this respect,

and as Chicago, twenty years ago, wrested from Cincinnati the title of Porkopolis, so Omaha is now engaged in taking it away from Chicago, and the prediction is ventured that within five years Omaha will have become the chief hog and cattle market, and the chief meat-making city of the United States. The site of the stock yards is ample to accommodate such a condition and all improvements are being made upon a scale commensurate with its achievement. The present daily capacity of the packing houses for killing is 10,000 hogs and 1,200 cattle and the average value of



RESIDENCE OF JOSEPH DEISS.

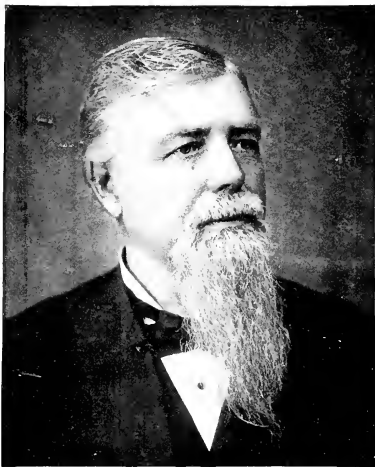
hogs is \$14, and of cattle \$35. The number of men employed in the packing houses approximates 2,000. During 1887, a railroad corporation was formed in connection with the stock yards,

the purpose being to afford ample trackage and switching facilities, which will prevent any corporation controlling yard facilities in a manner inimical to any other or to the interests of the yards. A tunnel leading to the Missouri River has also been constructed to afford proper drainage, and this with a good system of water-works afford good sanitary conditions. Naturally the development of such big enterprises and the employment of so many men has gathered about the locality a considerable population. South Omaha has been incorporated as a city of the second-class and has

[Charles McKenzie Dinsmoor, A. M., M. D., is of Scotch descent. His ancestors emigrated from the mother country and came to New Boston, New Hampshire, in 1756. The subject of this sketch was born in Windsor county, Vermont, August 1, 1828, and he lived there with his grandfather, Deacon Charles McKenzie, on the latter's farm, until he arrived at the age of eighteen years. He was fitted for college at Kimball Union Academy at Meriden, New Hampshire, and received his degree of Master of Arts from Waterville College, Maine.

Having a predilection for physics, he pursued his studies with the late doctors, Ira Warren, of Boston, and Horace Green, of New York; also at the Vermont Medical College and at the Harvard Medical College, where he took a partial course. He completed them at the Hahnemann Medical College and Hospital, of Chicago. In 1881

Dr. Dinsmoor received the honorary degree of M. D., from the Homeopathic Medical College of Missouri, of St. Louis. He came to Omaha in 1878 and has taken high rank as a physician and a citizen. He has received many professional honors since his residence here. At present he is a member of the Nebraska State Homeopathic Medical Society, of which he has been president; also a member of the Western Academy of Homeopathy, of which he has been vice-president; also a member of the Associated Alumni of Hahnemann Medical College and Hospital of Chicago, of which he is the present president and a member of the American Institute of Homeopathy. Dr. Dinsmoor has built up a large and highly lucrative practice and is regarded as one of the most successful physicians in the city. He has been largely instrumental in bringing the Knights of Pythias to their



DR. C. M. DINSMOOR, PRESIDENT K. OF P. BUILDING ASSOCIATION.

present highly flourishing condition in the city and State.

He is a member of the Nebraska Lodge, No. 1, Knights of Pythias, of which he is Chancellor, Commander, and he is Surgeon, with the rank of Major, of the Second Regiment, (Omaha) Uniform Rank, Knights of Pythias, and also President of the K. of P. Building Association. (The Knights of Pythias Building Association of Omaha is an incorporated company with a capital stock of \$300,000 divided into shares of \$10 each. The forming of such a corporation for the purpose of erecting a magnificent Castle Hall which should at once be a credit to the order and an ornament to the city, originated with Jas. A. Brown and Henry Creighton, composing the firm of Brown & Creighton; Dr. C. M. Dinsmoor, David Kaufman, Col. Thomas Burrell, C. S. Higgins and a few other well known members of the order. These enthusiastic Knights have been constant and untiring in their efforts to make the enterprise successful and have already placed a sufficient number of shares of stock, principally amongst members of the order, to insure the building of the finest Castle Hall in America. This imposing structure is to be located at the intersection of Farnam and Nineteenth streets, a site where its architectural beauties will stand out in

bold relief. To the architects, Messrs. Mendelssohn & Lawrie, great praise is due for the conception of a plan so unique and appropriate. The officers of the company are: President, Dr. C. M. Dinsmoor; secretary, Jas. A. Brown; treasurer, David Kaufman.) It can be as truly said of Doctor Dinsmoor as of any other man, that he is a self-made citizen. His life has been full of the toil and struggles that fall to the lot of the physician depending solely upon his own skill and knowledge. At the age of fifty-eight years he is full of vigor, sound in mind and body, a hearty, sturdy representative of the old New England stock. His present wife, Mrs. Orpha C. Dinsmoor, was a native of Windsor county, Vermont, though she lived in Illinois for many years. She is one of the best known ladies in Omaha and is at present the president of the Associated Charities of Nebraska, and a member of many other city, State and National organizations.]

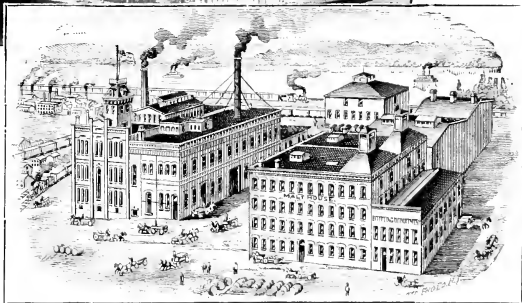
now an estimated population of 12,000. Enterprising real estate firms have reaped a bonanza from the rapid rise in value of property suitable for residence purposes and the locality having street railway as well as hourly railroad connection with the city proper, lots for residence purposes are in great demand because of their cheapness. It is also announced that during 1888 two syndicates will construct a few hundred cottages for purposes of renting. No adequate description of the rapid growth of South Omaha can be put on paper. It is known though that over \$1,000,000 have been expended this year (1887) in improvements, a remarkable showing for a city of its size. It has been already pointed out that the conditions have been favorable to the development of the existing great interests, and not the least of these conditions is found in the circumstance that Nebraska, Wyoming, Dakota, Kansas and all the western country tributary to Omaha are rapidly developing. The great cattle kings whose thousands of beeves grazed upon the western plains are disappearing and the vast herds with them. Cattle, sheep and hog raising is passing into the hands of the farmer,

The latter finds it profitable to raise stock to consume his corn and grain and not depend upon eastern markets to dispose of those products. Meat is a staple of life and with a good market convenient, stock-raising is profitable. Omaha affords that market by consuming the product in its packing houses, and the western farmer is devoting his attention more largely to stock-raising each year, because Omaha is ready to take his hogs and cattle at fair prices. From the very nature of things the meat-making interests here must develop, and their development means additional commercial benefit, prestige and importance for Omaha. The Union Stock Yards Company has at present a capital stock of \$2,000,000, and its officers are: John A. McShane, president; W. A. Paxton, vice-president; J. C. Sharp, secretary and treasurer;



J. F. Boyd, general manager, W. A. Paxton, J. M. Woolworth, J. F. Boyd, John A. McShane, P. E. Her, of Omaha; Thomas Sturgis, Cheyenne; Isaac Waifel, Joseph Frank, Chicago, and B. F. Smith, Boston, directors. As

to the facilities of the stock yards, they have been increased until they will now accommodate 16,000 hogs, 14,000 cattle and 10,000 sheep daily. There are at present four extensive packing establishments at South Omaha. The house of G. H. Hammond & Co. is the pioneer. It is now running with a capacity of 700 cattle and 1,000 hogs per day, which will be considerably increased during the coming year. Fowler Bros. kill daily over 5,000 hogs, giving employment to 500 men. Armour & Co. have a capacity of about 6,000 head, and G. F. Swift has just completed a plant that will slaughter 800 head of cattle per diem, and as many sheep as the demand requires. There are also a number of smaller enterprises incident to the stock yards that add to the material prosperity of South Omaha, among them being two mammoth rendering estab-

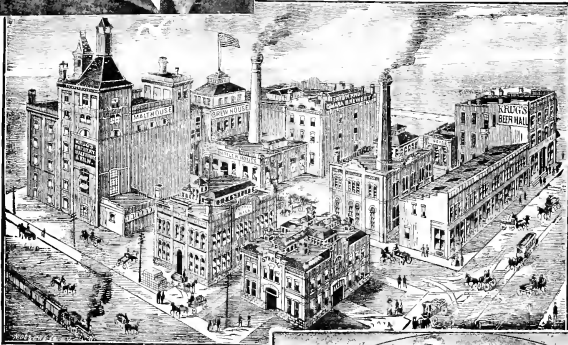


FREDERICK METZ.—METZ' RESIDENCE.—METZ' BREWERY.

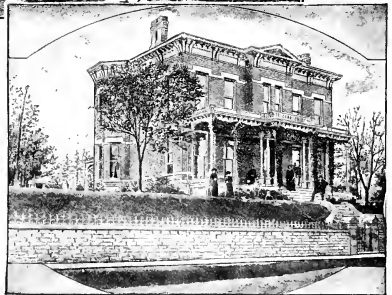
lishment, several hide houses, glue factories, etc. Two more packing houses, each capable of handling as much stock as either of its predecessors, will undoubtedly be erected before October 1, 1888.



The first of these is the packing house of Murphy Bros., of Chicago, grounds for which have already been purchased. Kingan & Co., of Indianapolis, have already opened correspondence with the management of the stock yards regarding land for a site upon which to erect a pork and beef packing house, and will undoubtedly move here shortly. The latest proposition is from Morris, of Chicago, the king of beef-canners, who desires to establish a branch house in South Omaha. Several manufacturing enterprises have also been established on "Albright's Choice," where the new station—"Albright"—was recently erected by the Union Pacific Railway. This beautiful tract is being rapidly covered with cottages for the use of the employes of the big packing houses, and is situated at a convenient and desirable distance



from the stock yards. Trains, to and from Omaha, are run with great frequency, and in all respects it is a popular suburb. Among the industries which are already flourishing at Albright is the Omaha Carriage and Sleigh Works, and a large and well facilitated flouring mill. Building sites for several other enterprises have been selected, and it is expected that in less than a year hence the business and residence improvements of this addition will extend into what was the original plat of South Omaha. In South Omaha proper—that is, the original plat—the most imposing structure is the Stock Exchange building, erected at the time the yards were in course of construction. It is a model of convenience, and answers the ideal purpose of a hotel and office building. It contains 20 rooms for offices, besides the bank, and 46 spacious hotel rooms.



FREDERICK KRUG.—KRUG'S BREWERY—KRUG'S RESIDENCE.



ELEVENTH STREET VIADUCT.



SIXTYFIFTH STREET VIADUCT.

